

MEMORIALS

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KERBINGS, SCROLLS,
STATUES, TABLETS, &c.,
IN MARBLE & GRANITE.

DESIGNS & ESTIMATES

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TILDEN'S TRIUMPH IN PARIS.

LACOSTE DEFEATED IN EPIC DUEL.

WONDERFUL EXHIBITION IN BATTLE OF GIANTS.

DAVIS CUP CHALLENGE

Paris, July 27.

Paris has seen few tennis matches which equalled in excitement the thrilling battle of giants on the court at the Stade Roland Garros to-day when France met America in the challenge round of the Davis Cup, and in which "Big Bill" Tilden revenged himself against Rene Lacoste by a brilliant victory. Subsequently, Henri Cochet overwhelmed J. Hennessey (U.S.A.) and at the end of the day, each side had secured one point.

A huge crowd representative of all nationalities, including a large number of Japanese, gathered at the famous courts to witness the epic struggle, in which interest has been enlivened by the Tilden affair.

The weather was beautifully fine, though inclined to be excessively hot.

Most Games to Lacoste.

Tilden defeated Lacoste in the first of the singles 1-6, 6-4, 6-4, 2-6, 6-3, a score which reveals that the Frenchman actually took 23 games as against Tilden's 21.

Rene Lacoste served first, and he took his game easily. Tilden made the score 1-1 by winning his service after deuce had been called several times, but afterwards the American appeared to be all at sea, giving many easy openings for Lacoste to shoot past him with skillful shots when he came to the net. Lacoste took five games in a row and won the set easily.

Brilliant Tilden.

The second set saw a different Tilden. The feature of some brilliant play was Tilden's crisp volleys at the net which the Frenchman was powerless to return. Lacoste defended gallantly against the sustained attack but he seemed unable to find his length and was sending many balls outside.

The third set was more or less a repetition of the second, though it was rather a battle of wits than of hard hitting. Tilden concentrated on attack and he continually came up to the net, being nearly always successful in some sharp rallies.

Lacoste Takes Offensive.

Play speeded up considerably in the fourth set, though it had been very fast before. Lacoste took the offensive and forced Tilden to run backwards and forwards with beautifully placed strokes. Lacoste gradually tilted the American out until he sent balls into the net. Lacoste was on top in an uncertain fashion and took the set at 6-2.

Superb Struggle.

The fifth and last provided a wonderful exhibition of every possible variety of stroke. Both were in amazing form, and time after time returned what seemed to the spectators to be untakable balls. The scores were level at 3-3, and then Lacoste suddenly faded out losing his length and Tilden swept all before him winning the next three games for set and match.

Cochet Wins Easily.

The second singles resulted in a comfortable victory for France, Henri Cochet defeating John Hennessey (U.S.A.) by 5-7, 9-7, 6-3, 6-0. Cochet was in his element against Hennessey, giving a delightful display, appearing to rest on his laurels occasionally at the expense of a game and then coming up to show how it should be done.

Both adopted hard-hitting rather than safety tactics, attempting impossible overhead shots which frequently failed.

Cochet Over-Confident?

Cochet at the outset showed his usual fault of indifference, as for

C.I.C. OF CHINA STATION.

VICE-ADMIRAL WAISTELL APPOINTED.

COMING NEXT YEAR.

London, July 27.

Vice-Admiral Arthur Kipling Waistell, C.B., has been appointed Commander-in-Chief of the China Station in succession to Vice-Admiral Sir Reginald Tyrwhitt, and will assume the Command on January 18th, 1929.

Rear-Admiral R. M. Burmester has been appointed Commander-in-Chief of the Africa Station, and will assume his Command on February 11th, 1929.—*Reuter*.

The new Commander-in-Chief of the China Station was born on March 30th, 1873. He commanded destroyer flotillas of the Atlantic Fleet in 1922-23, was a Lord Commissioner of the Admiralty and Assistant Chief of the Naval Staff in 1923-24, whilst from the latter year to 1926 he commanded the 1st Cruiser Squadron. He served in the European War, was mentioned in despatches and awarded the C.B. decoration.

Rear-Admiral Burmester has been Director of the Mobilisation Department of the Admiralty since 1926. He was War Staff Officer in 1913, took part in the Dardanelles operations aboard H.M.S. Euryalus in 1915-16, receiving the C.M.G. decoration, was Chief of Staff, Mediterranean in 1917-19, became Director of Naval Signals at the Admiralty in the latter year, and was from 1920 to 1922 Chief of Staff of the Portsmouth Command.

BRITISH BUDGET.

COMMONS APPROVES FINANCE BILL.

London, July 27.

The House of Commons has, by 249 votes to 84, defeated a motion for the rejection of the Finance Bill, which was accordingly read a third time.—*Reuter*.

In the debate on the Finance Bill to-day, Mr. Winston Churchill, Chancellor of the Exchequer, said as a result of information available at the close of the first quarter of the financial year, there was a good prospect of a surplus on the year of £14,000,000 sterling, and there was no reason why the Budget estimate as a whole should not be made good.—*British Wireless*.

SIGNING ANTI-WAR PACT.

M. BRIAND INVITES MR. KELLOGG TO PARIS.

Washington, July 27.
Mr. Kellogg, the Secretary of State, has received an invitation from M. Briand, the French Premier, to visit Paris for the purpose of signing the Anti-War Pact on August 27th or 28th.

Mr. Kellogg will attend, provided the other Powers are represented by their Foreign Ministers.—*Reuter's American Service*.

NEW ARCHBISHOP.

DR. LANG IS APPOINTED PRIMATE.

London, July 27.

The Right Rev. Dr. Cosmo Lang, Archbishop of York, has been appointed Archbishop of Canterbury, in succession to the Right Rev. Dr. Randall Davidson, who is to vacate his office in November.—*Reuter*.

Instance in the second set, when he was leading 4-1, he allowed himself to be taken to 9-7 before winning. Hennessey's net work in this particular set was magnificent, but Cochet's calm superiority gradually told, and Hennessey fell away badly. Cochet won the third set much as he liked, and then in a spectacular exhibition he simply overwhelmed his opponent in the fourth and took a love set.—*Reuter*.

GRAVE PLIGHT OF RAILWAYS.

TREMENDOUS LOSSES IN RECEIPTS.

UNION LEADERS AGREE TO WAGE REDUCTION.

FULL TIME RESUMED.

London, July 27.

It is hoped that the critical period through which the British railways are passing will be somewhat relieved by a decision reached to-day at a conference of the railway managers and the Trade Union leaders, which has been exhaustively considering the companies' proposals for a revision of wages and working conditions.

Mr. J. H. Thomas thought it advisable earlier in the month to prepare the National Union of Railwaymen and other railway workers for a scheme of entrenchment which was likely to be advanced in the general interest, and the conference between the managers and the

AMUSING HONGKONG SERIAL.

Starts in "Telegraph" on Tuesday.

Entitled "Excelator," an amusing short serial story, written by a local resident, will commence in the "Telegraph" on Tuesday next, and will run for about a week.

The story will deal with the social aspirations of "Eunice," a young married lady, who in her efforts to get into "the best set," devised the idea of becoming an "organist."

Amusing complications and an eventual social "crash" follow. Start reading the serial in Tuesday's "Telegraph" and see what happens to "Eunice."

Normal Working Time.

All standard agreements will remain intact, but will be subject to this arrangement.

At the same time, the Companies have agreed that wherever there is sufficient work available full normal working time shall be resumed in the shops, and this will mean that at least 100,000 shop-men who have been for several weeks on a four-day week will be employed on at least five days a week, while in most cases, they will resume on full-time.

The Companies' Directors have offered to join in the reduction as far as their salaries are concerned. It is also announced that the Railways Agreement will be temporary and can be terminated on three months' notice by either side after the expiry of one year.—*Reuter*.

Over a million men are affected by the agreement, but it has been recognised all round that drastic economies must be effected to meet the grave situation caused by the tremendous fall in the companies' earnings.

An idea of the losses which the companies are experiencing can be gauged from the following figures. They show the decrease in receipts from all sources for the 26th week of the year, the week ended June 24, and the decrease for the first 25 weeks of 1928, as compared in each instance with the corresponding period of 1927.

	Week ending June 24	June 24
London, Midland & So.	2,168,000	2,158,000
Great Western	71,000	1,404,000
Great Western N.W.	21,000	782,000
Southern Ry.	15,000	345,000

This means that the companies are losing revenue at the rate of more than £9,000,000 a year. Much has been done to curtail expenditure, but further and more drastic steps were necessary to make receipts and expenditure balance.

Satisfactory Settlement.

The Great Western Railway Company has introduced the first measure.—*(Continued on Page 10.)*

BIG LANCASHIRE LOCK-OUT.

HALF A MILLION WORKERS INVOLVED.

COMMENCE IN AUGUST.

London, July 27.

The Federation of Master Cotton Spinners Associations has decided that the threatened lock-out shall commence on August 11th.

This decision, which affects half a million cotton operatives in Lancashire, is a sequel to the strike of spinners in Ramsey Mill, Oldham, over a workman's refusal to join the Trade Union.

The Master Spinners Association Committee last week decided to recommend an extraordinary general meeting, held yesterday, that all the Federation mills be closed at noon on August 11th and remain closed until the Ramsey Mill strikers resume.

The lock-out will affect about 120,000 operatives in the American Section, 80,000 in the Egyptian Section, and 300,000 weavers.—*Reuter*.

FRANCO-GERMAN FRICTION.

BERLIN NATIONALISTS UP IN ARMS.

DAY OF MOURNING?

Berlin, July 27.

Indignation still continues over the request by the French Occupation Authorities to the German Government to extradite three Germans sentenced to five years' penal servitude by French Court Martial at Landau on a charge of tearing down the French flag from the officers' casino at Zweibruecken.

The Nationalist organisations have issued a declaration stating that if the Government agrees to the extraditions, "Constitution Day" (on August 11th) should be celebrated as a day of mourning and repentance, as a symbol of Germany's servitude and dishonour.

A request has been made to President Hindenburg immediately to dissolve the Reichstag if it consents to the extraditions.

Meanwhile, the Government has taken no notice of the outburst but is negotiating through diplomatic channels with France.—*Reuter*.

MARKETING BRITISH COAL.

NATIONAL ORGANISATION SCHEME.

An attempt is being made by industrial British coalowners to evolve a national organisation of all the coalfields in the country for marketing purposes.

Meetings with this end in view are taking place between representatives of three distinct marketing schemes which are at present being tried in South Wales, in Yorkshire and allied counties, and in Scotland, together with owners representing other exporting coalfields.—*British Wireless*.

"ITALIA" DISASTER VICTIM.

UNABLE TO PROCEED TO ITALY.

Narvik, July 27.

Major Mariano, whose frozen leg has been amputated, is too ill to accompany his companions to Italy.

He is remaining aboard the Citta di Milano.—*Reuter*.

JUGO-SLAV POLITICS.

FORMATION OF A NEW CABINET.

Belgrade, July 27.

The Cabinet has been re-formed, with Father Korosevich as Premier and M. Marinkovitch as Foreign Minister.—*Reuter*.

COUNTY CRICKET SENSATIONS.

KENT BADLY BEATEN BY LANCASHIRE.

GLOUCESTER OVERWHELM THE MIDDLESEX XI.

HAMMOND MAKES 166.

After a long spell of perfect cricket weather, rain provided many upsets in the county cricket matches concluded yesterday. A sensational result was the defeat of Middlesex at Lord's by an innings and 141 runs, of Gloucester, rattling out a famous batting side for 76 runs in the second innings.

Although there were three scores of 500 or over, some remarkably low scores are also recorded, while the list of centuries is comparatively low.

Having considerable bearing on the championship, Lancashire gained a capital victory over Kent, defeating the Hop County at Maidstone by eight wickets. Kent gave a lamentable display in their first innings, and were forced to follow-on.

Lancashire now lead in the table with a percentage of 77.69 as against Kent's 76.79.

RESULTS AT A GLANCE.

Lancashire defeated Kent by eight wickets.
Gloucester beat Middlesex by an innings and 141 runs.
Surrey won by an innings and 88 runs v. Northants.
Notts won on the first innings v. Hampshire.
Essex won on the first innings v. Glamorgan.
Derbyshire defeated Somerset by 4 wickets.
Leicester defeated Worcester by 8 wickets.
Wales won by eight wickets v. West Indies.

Honours List.

The principal individual performances were as follows:

Batting.	
Hammond (Gloucester)	108
Walker (Notts)	150
Gunn (Notts)	144
Mead (Hants)	135
Hallows (Lancashire)	135
Waugh (Essex)	128
Sandham (Surrey)	119

Bowling.

Parker (Gloucester)	8 for 44
Barnes (Wales)	7 for 51
and	6 for 57
Voco (Notts)	7 for 39
Ryan (Wales)	5 for 17
Astill (Leicester)	5 for 52
and	4 for 29

KENT'S BAD LAPSE.

Hallows makes a Capital Century.

Lancashire owe much to Hallows, who chose the needle match against Kent at Maidstone for his return to form, for their splendid victory over the championship leaders, now relegated to second place.

The advantage of winning the loss was apparent on the second day, though, of course, the rain had not been anticipated. Lancashire won with eight wickets to spare, the scores being:

Lancashire: 352 and 75 for 2 wickets.
Kent: 119 and 308.

Lancashire elected to bat first on winning the toss and compiled the useful score of 351, thanks to an invaluable century by Hallows, who contributed 135 without giving a serious chance. Freeman, the little googly bowler, bore the brunt of the Kent attack, and he bowled splendidly, taking 8 wickets for 105 runs.

Rain rendered the pitch treacherous on the second day and Kent were skittled out for 119, Lancashire enforcing the follow-on. The home county gave a much improved display in their second innings, but Lancashire were left with the comfortable prospect of victory when only 75 runs were required.

PARKER AND HAMMOND.

All The Honours Go to Gloucester. Gloucester brought off a sensational victory in defeating Kent in its Somersetshire. (Continued on Page 10.)

Bulls and Inners

From the Office Butts.

We understand that a number of Government servants who went to the World Theatre to see "Forty Winks" felt quite at home.

"Locally-Engaged."—Yes, we agree with you—Sunday is a good day for repentance.

"The Chinese houseboy seldom knows how to roast a joint," says a lady writer. But he's generally able to make a hash of it.

Ladies are now going in for lawn bowls in increasing numbers. In fact, it's becoming a regular "Jack and Jill" game.

To-night's special broadcast by the Home-Recruited Civil Service Choristers: "It is Enough," from "Eljahn."

According to a fashion writer, modern woman's dress enables her to move quickly. But even the Victorians could get a bustle on.

"The violinist who is a real artist can penetrate one's soul," says a musical critic. Fiddlesticks!

Maybe some of our local jockeys would get swelled if they weren't afraid of putting on weight.

A Polish girl claims the world's record, for having kissed 7,000 wedding guests in one day. She certainly polished them off.

This Dardoli business is making well-wishers of India very Sikh.

A bookeller says crime mystery stories are popular in Scotland, amount of bull in the china shop. Scots who have Wallace read!

"Perceval."—You will never feel up to work until you get down to it.

A Kowloon man agrees with a philosopher who says there are no don'ts affect the right people. 2,000 useless words in the English language. He came home early one afternoon when his wife had a bridge party.

"Reader."—We do not know why they are opening up the road in Kowloon City. Possibly, looking for Haynes.

We should like to see a close-up of the brain of the person who tells you in the lift that "it is warm to-day; isn't it?"

A heading we may yet live to see: "Water Shortage: A Serious Situation: Local Scotsmen Decide to Forego Water in Their Whisky: Will Use Soda Instead."

Last Sunday a Ford car dashed itself over a bank in the New Territory. As its bonnet was left behind, it is thought to be a case of suicide.

"Peace Hitch," says a newspaper heading. Evidently, someone hasn't come up to the scratch.

The educated compositor described this week's film as "The Shanghai Provisional Court dis-Sorrows of Satan." Come to think of it, it is a bit hot for this climate, likely to lose.

A severe case of twiddler's wrist is reported from Cheung Chau. G.O.W. had better stop calling for a bit until the Sanitary Board has some new forms printed.

Multum in Parvo means parking a ten foot wide Sedan in a seven foot space.

Some of these self-made men knocked off work too soon.

"In future, you will be able to scatter your cigar ash where you like," she said, with a catch in her voice. From a "Telegraph" Serial. We felt sure there would be a catch in it somewhere.

"Percy."—Post Office officials do heading. Evidently, they reserve that for their inkwells.

Latest developments in the Shanghai Provisional Court dispute suggest that Judge Loo is likely to lose.

We can only presume that the enquiry into the Police taking photographs will be held in camera.

It is rumoured that the arms found in a "Ewo" household at Swatow were hidden in a Jardin fere.

The School for Slueths in Shanghai demands seven essentials which are morality, honesty, obedience, diligence, modesty, uprightness and purity. The eighth, which has not been mentioned, is the ability to catch criminals.

Compton has lost a golf match to a "gen."



"I'm sorry for you. You must miss your wife terribly."
"Yes. She died just as I had got five new cows for her to milk."

Famous Last Words:—"I think my husband trumped that trick, but I'll just play my ace to make sure."

A tigress has been seen on the Singapore golf course. Some of these women evidently have a hard job collecting their men at night.

Three days more, and the end of the month. Shroff Tuesday!



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HEENEY'S DEFEAT.

GLORIOUS TRIBUTE BY
TUNNEY.

New York, July 26.

In the heavyweight championship of the world at the Yankee Stadium to-night, Gene Tunney knocked out Tom Heene, the New Zealand challenger, in the eleventh round of a fierce contest.

The Fight Described.

It was a fine night but cloudy and moonless. Fresh breezes tempered the sultry atmosphere, and enticed a bigger gate than was anticipated. The scattering of celebrities at the ringside included Jack Dempsey and his wife (formerly Miss Estelle Taylor), Jim Corbett and a number of stage and screen favourites.

The battle opened at 9.52 p.m.—Heene was most aggressive, starting the champion with blows to the jaw, compelling the latter to resort to clinching to evade accurate and hard drives, one of which, in the first round, blackened his eye.

Heene continued to dominate, disregarding occasional crashes, until he had Tunney ducking and dodging all round the ring. The champion's efforts at scientific boxing had proved to be abandoned at the dictates of "safety first," but he got in three powerful jabs in the third round before stopping at left in the mouth which drew blood.

Heene's Onslaught.

In a more stylish display in the fourth round Tunney abandoned fighting and stood up and met his opponent man to man. Heene's face was now bleeding, but he was going as strong as ever, compelling Tunney to fight desperately to parry his mighty onslaught and bulldog rushes.

Heene persisted in his rushing tactics in the fifth round and kept the champion on the defensive, but at the cost of heavy punishment. The Britisher missed a swing and slipped prone to the ground, whilst Tunney very sportingly stood back until his opponent had fully regained his stance.

The pace slowed up in the sixth, both being inclined to rest and recover their dissipated energies. Heene's face was now gory and he spat out blood from the mouth and nose.

The Tide Turns.

Thereafter Heene perceptibly tired. The American was able to avoid blows more successfully. Both seemed impressed with the other's fighting abilities and adopted a waiting policy until the eighth, when Tunney rose into the ascendant, damaged his opponent's left eye and seized the opportunity to open a slashing attack. The New Zealander was bleeding profusely.

Tunney's eye in the ninth had the girth of battle and he attacked Heene's damaged eye. He landed rights with telling and deadly accuracy. The New Zealander was still landing forceful blows to the American's jaw and taking his punishment with courage and tenacity, which was rewarded with thunderous applause. Blood pouring from eyes.

The sancho gameness was evinced in the tenth, but now Heene's assaults were blundering and easily evaded by the champion, who pummeled Heene's face until it was a red mass, with blood pouring heavily from both eyes.

Tunney rushed him to the ropes and floored him and but for the bell the fight would then have ended. The seconds with water and towels provided a timely restorative. Heene returned bent on a knock-out as his only hope. He opened with a wild attack but his strength was visibly ebbing and he was a plaything in the hands of Tunney, who hit him at pleasure. Heene had given his last ounce, but declined to take the knock-out. He was in extreme when the referee intervened after the round had been in progress two and a half minutes, and flopped into his seat under the treatment of his seconds. It was several minutes before he was able to return to the centre of the ring and shake hands with his conqueror.—*Reuter's American Service.*

Rickard Loses Heavily.

New York, July 27.
Tex Rickard loses heavily as the result of the big fight. It is estimated that there were present only 50,000 spectators, who paid \$750,000, whereas Tunney's fee alone is \$800,000.—*Reuter's American Service.*

"The Gamest Man I've Met."

New York, July 27.
Tunney, in an interview after the fight, declared that he intended to continue to defend his title. He paid a glowing tribute to Heene, describing him as "the gamest man I have

MERGER CO.

IMPERIAL CABLES AND
WIRELESS.

London, July 27.
The Imperial Wireless and Cable Conference, appointed to examine the situation resulting from the competition of beam wireless with cables, has reported recommending the formation of a Merger Company from April 1, 1928, to acquire the Eastern, Eastern Extension, and Western Telegraph ordinaries, and the Marconi shares.

This Company will handle the cable companies' investments, and the Marconi interests in non-traffic undertakings and other activities; such as the manufacture of radio apparatus and the exercise of wireless patent rights.

It further recommends the formation of a Communications Company with an initial capital of not exceeding £30,000,000, to which the companies will sell all communications. The Company will also acquire the government cables, including the cables of the Pacific Cable Board and the Imperial Atlantic, and will lease the Post Office beam stations.

The Company will take over the responsibility for the service of the Pacific cable and its debt, and also pay £1,267,000 to the cable companies taken over.

Reduction of Rates.

Fifty per cent of the excess above the Communications Company's net standard revenue of £1,865,000 will be allocated to the reduction of rates or to other purposes approved by the Advisory Committee, which government representatives will serve. The Committee must approve any increase of the prevailing rates.

The beam services will be leased for 25 years at a rental firstly of a basic sum of £260,000 annually, secondly from April 1931 of an additional 12 per cent on increased profits from the communications services above the standard revenue, and thirdly £60,000 to the Post Office, London, for the conduct of the external telephonic services.

The British control of all the companies should be guaranteed.—*Reuter.*

BAD BLOOD AGAIN.

SERIOUS FRANCO-GERMAN
FRICITION REPORTED.

Berlin, July 27.

That the German representative shall refuse to go to Paris to sign the Kellogg Pact is already being demanded by angry German critics, in view of the announcement that the French occupation authorities had requested the German Government to extradite three Germans, sentenced to five years penal servitude in default, by a French Court martial at Landau, on the charge of tearing down the French flag from the offices of the Casino at Zweibrücken.

The German press is most indignant about it and argues that the French demand shows the impossibility of the present Rhineland regime and the futility of the Locarno Agreement.

Serious friction between the French and German Governments seems to be inevitable.—*Reuter.*

over met," but expressed the opinion that the referee ought to have stopped the contest in the eighth round.—*Reuter's American Service.*

Tunney's Record.

"Gene" Tunney, who is 30 years of age, took to boxing whilst in the U.S. Navy and in 1919 became a professional pugilist. Since then he has taken part in over 60 fights. He has scored 30 knock-outs, won 10 decisions, one decision, engaged in 14 no decisions and one no contest. Tunney has never been knocked out. Tunney first won the heavyweight championship at Philadelphia in 1926 when he beat Dempsey on points over ten rounds. This sensational victory aroused wild enthusiasm among the 100,000 spectators who had paid £240,000 for their seats. Shortly afterwards, he was made a Lieutenant in the U.S. Marines and the freedom of the city of New York was bestowed upon him.

HONGKONG AT HOME.

ANNUAL MEETING OF THE
V. D. C.

The annual reunion of the Victoria, Hongkong and South Diocesan Association was held at Victory House, Leicester Square, on June 27. Following a service in St. Martin's-in-the-Fields (where an address was given by the Rev. A. D. Stewart, of St. Paul's College, Hongkong), and a luncheon party, came the re-union gathering at 2.30. The Chairman was Sir Claud Severn, K.B.E., C.M.G., last Colonial Secretary at Hongkong, while Lady Hosie and Dr. A. J. Watson, of Yunnanfu, were the speakers. Credit for the general success of the gathering is due to the efforts of Miss M. C. Knight, the Hon. Secretary.

The Chairman, after extending a cordial welcome to the guests, referred to the Birthday Honours conferred on the Diocesan Association's members—Mrs. Alabaster, Mrs. Russell Brown and Mrs. Wolfe—for their work among the troops stationed in Hongkong. Sir Claud also mentioned the completion of the building of the church at Kowloon, the Church House for St. Saviour's at Canton, and the St. Paul's and St. Stephen's Girls' Schools. The ceremony of the laying of the foundation stone of the new St. Stephen's Boys' College was performed by the Governor last April.

In conclusion Sir Claud said it was his belief, from the steadfastness shown in trouble, that the Chinese Christians would take a foremost place in the new age in China.

"The Bishop and his fellow workers," he said, "may look forward to the future with great hope; they have been brought through fire and water, and God will bring them out into a wealthy place."

The report of the committee was read by the Rev. D. Fletcher, and the Treasurer's report by Mr. A. Bryer, in the absence of the Treasurer, Mr. H. G. Watson, through illness. After this a collection was taken for the Diocesan work.

Human Friendship.

Lady Hosie then stood before the audience, not as a speaker, but as a teller of tales, and by tales she emphasised her points. In Hongkong, she said, one could see China and Britain living together, a promise for future happy relationships, but there were in China some who did not think that the British in Hongkong knew enough about China. Still, things were changing. In 1910, in Peking, it was difficult to find anyone who wanted to learn English; now the social intercourse between the two races was becoming more and more pronounced. Hongkong had helped in that. The great way those in Hongkong could help was in common human friendship. So peace and understanding would grow between the nations. Years before the present troubles it had been said that if the British left China, three things would happen—the Christian conscience, the Bible, and the Christian. By impressive stories Lady Hosie showed how those had remained, and the Church of China to-day was founded on Chinese apostles and prophets, her joy and crown.

Dr. A. J. Watson, of Yunnanfu, declared himself not even a "teller of tales," but the representative of the Diocesan work, and particularly of its medical work. After speaking of the leper work in Pakhoi, with several examples of the help of Christian lepers to each other, he went on to speak of the work in Yunnanfu, and particularly of the Leper Hospital there, founded by the Chinese Mayor of Yunnan. At first looked upon as a prison, lepers were now flocking for admission and for treatment under Dr. Watson's supervision, and the Mayor was making further plans to segregate the lepers in the province.

The proceedings closed with the benediction and tea.

KOWLOON CONCERT.

PROGRAMME FOR TO-MORROW
AT THE DOCK.

The following is the programme to be given by the Military Band, pipes and drums of the 2nd Battalion the King's Own Scottish Borderers at a concert to be held at the Kowloon Dock Recreation Club beach to-morrow at 8 p.m. The band will play by permission of Lieut. Col. L. J. Comyn, C.M.G., D.S.O., and officers.

1. March Chinese "Kwang Hui" (Linkeo).
2. Overture "William Tell" (Rossini).
3. Pipers. The 48th. Canadian Highlanders.
4. Selection. "Hit the Deck" (Youmans).
5. Pipers. Dovecote Park. The Braes O'Mar.
6. Selection. "Robert Bruce" (Bonnie's).
7. Pipers. The Ayrshire Lassies. Stirling Castle.
8. Selection. "Communityland" (Stoddon).
9. Finale. Band Pipes & Drums. "Macfarlane's Favourite" ("The Road to the Isles" "Blue Bonnets over the Border" "God Save the King."

The conductor will be Mr. W. H. Fitz-Earle, A.R.C.M., the Pipe Major W. C. K. Mackie and the Drum Major W. D. Dalrymple.

On Wednesday, August 1, the King's Own Scottish Borderers will celebrate Minden Day by holding swimming sports and a gala at the Kowloon Dock beach during the afternoon.

EGYPTIAN UNREST.

GOVERNMENT MAINTAINS A
DETERMINED ATTITUDE.

Cairo, July 27.

The Government's determined attitude is instanced by the warning issued by the Governor of Cairo on behalf of the Minister of the Interior to Nahaas Pasha, that the latter would be held responsible for any meeting or demonstration which resulted in a disturbance.

The Government has also warned the Wafdist newspaper *Ethab* in consequence of the publication of a statement signed by ex-senators and ex-deputies, that severe measures would be taken if the Government's orders were again flouted.

The Government has, furthermore, forbidden the meeting of the Wafdist ex-members of Parliament, arranged to take place to-morrow, and ignored the written requests of the President of the Chamber and the vice-president of the Senate to deliver up the keys of the Parliament building.—*Reuter.*

INDIANS DEPORTED.

SENT TO HONGKONG.

A party of six Indian prisoners who fled from the cell on s.s. President Grant while in Kobe on the 10th inst. were arrested on Friday of last week and will be sent back to Hongkong by the s.s. President Lincoln.

They were deported from the States on the s.s. President Grant from San Francisco and their desertion from the steamer was discovered after the vessel sailed for Shanghai and the case was immediately cabled by the commander of the Grant to the Dollar Line offices, asking the latter to arrest the deserters.

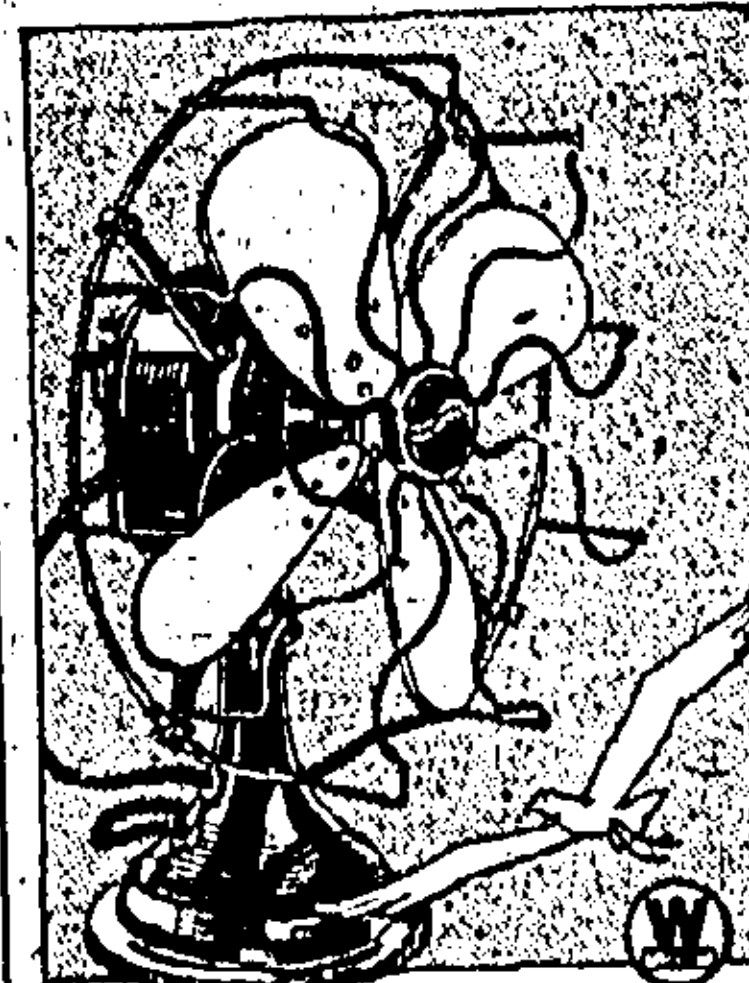
Three of the Indians were arrested and immediately taken back to the Water Police for examination. Mr. P. Narandas, well-known Indian merchant, acted as interpreter at the request of the police. The Indian prisoners each had over \$1,000 in American paper money.

To be Happy Though Hot

A Secret Worth Knowing.

The chief secret of keeping cheerful and "fit" no matter how high the temperature climbs is to take due care of the liver and intestinal tract. Used when needed, Pinkettes keep the system clean and cool, prevent liver-itchiness, banish headaches and bilious attacks, aid the appetite and digestion. Obtainable from chemists everywhere.

PINKETTES
"THE DAINTY LITTLE LIVER
AND INTESTINAL REGULATORS"
KEEP YOU WELL



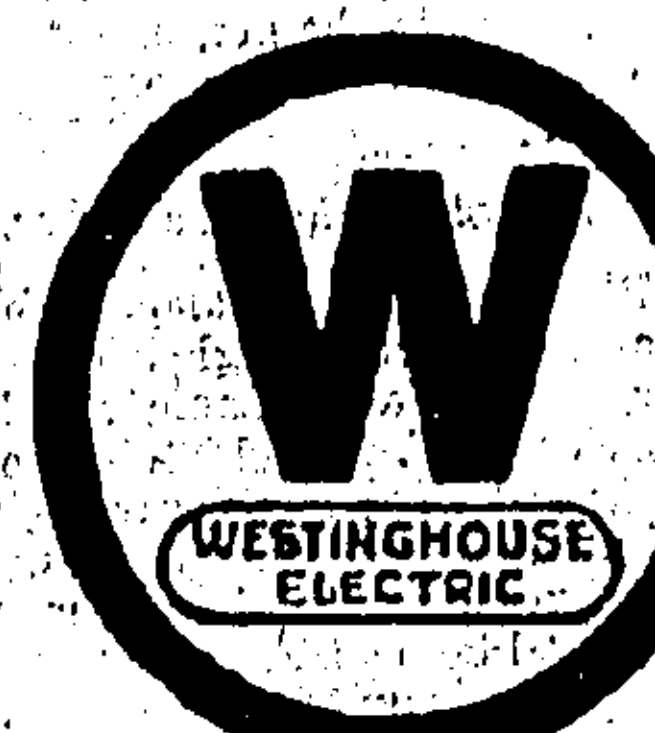
Torrid, depressing
days vanish
when you turn
the switch of a
WESTINGHOUSE
ELECTRIC FAN.

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and keeps you well
that is the object
of **SCOTT'S**
Emulsion which
builds, nourishes and
strengthens. Your
doctor knows it.
Ask for

SCOTT'S
Emulsion
"The protector of life"



SALESMAN SAM

THE CONTEST IS
ENDED BUT
THE MEMORY
LINGS ON!
AND SAM IS
STILL PATTING
HIMSELF ON
THE BACK
OVER HAVING
STAGED THE
HORSE NAME
CONTEST WHICH
RESULTED IN
THE NAME
BEING NAMED
BONBON



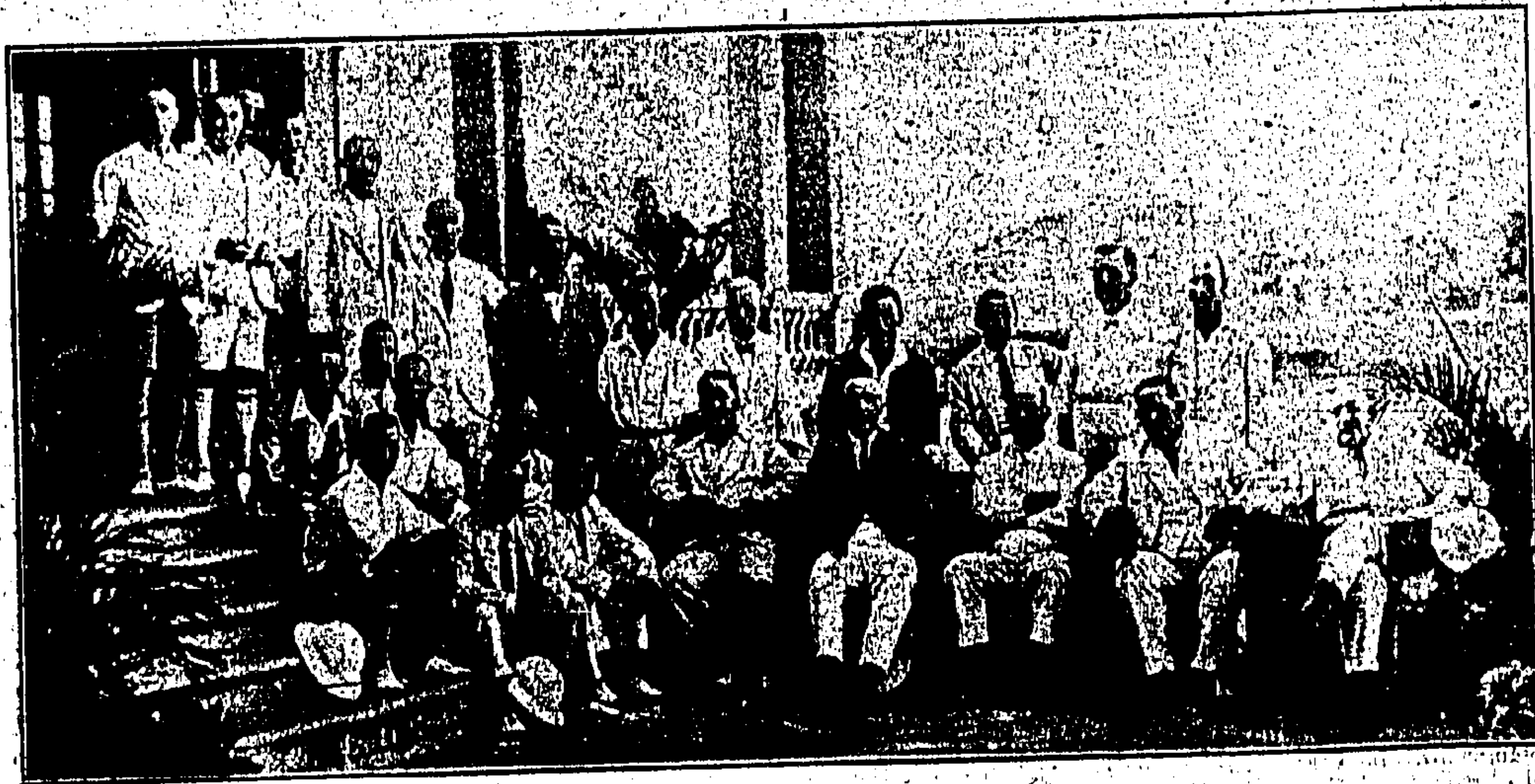
WELL, IF I DO SAY IT MYSELF
THE OLD NAME CONTEST WAS
OVER BIG JUST ANOTHER
OF MY BRIGITTED IDEAS—IM GONNA
HUSTLE DOWN TO THE STORE SO
GUZZ CAN HIT ME!
WERRY PRIVATE
NOT IN
GOOP
OUT
WHADDA YA MEAN—
EVERYBODY? HOW DO
YA KNOW TH' HORSE
IS SATISFIED? YOU
HAVEN'T EVEN TOLD
HIM HIS NAME,
YET!



GOSH, I NEVER
THOUGHT O' THAT!
I'LL RUSH OUT AN' DO
IT RIGHT NOW!
JUMPIN' JIMINY!
TH' HORSE
IS GONE!

The Missing Link

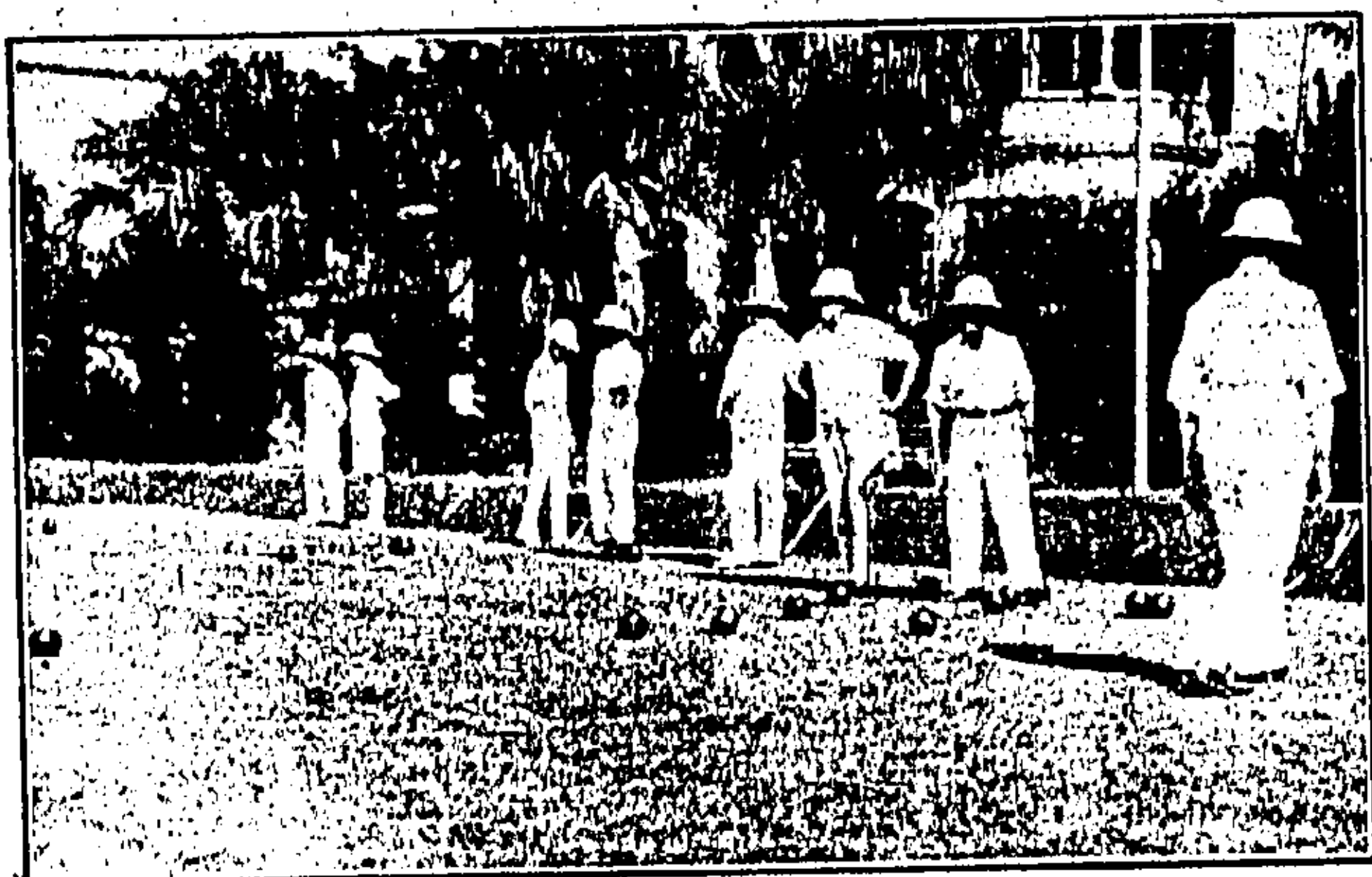
By Small



Kowloon lawn bowlers photographed on the occasion of the match between the Kowloon Bowling Green Club and Kowloon Dock Recreation Club last Saturday. The result was a win for the latter by the narrow margin of three points. (Photo: Mee Cheung).



Marshal Li Chat-sum, head of the Canton Administration, who, in response to a request by Marshal Chiang Kai-shek, is likely to remain in Peking for the purpose of driving the Northern remnants beyond the Great Wall. He is unlikely to return to Canton for a month or two.



Above are some interesting snapshots of the play during the exciting lawn bowls match between the Kowloon Bowling Green Club and the Kowloon Dock Recreation Club on the former's ground last Saturday. (Photo: Mee Cheung).



On the occasion of the "Open Day" last Friday, the students of the Victoria British School gave a clever presentation of the Greek play, "Helen of Troy." Above are shown two of the effective scenes. (Photo: Ming Yuen).



Miss Helen Wills going for a high one in her match with Miss Eileen Bennett, in the Weightman Cup Contest. Miss Wills won both her matches, but Britain captured the trophy after a great struggle by four matches to three. (Central News).



Here are photographs of the teams of the newly-formed Lum Long Football Club. "A" team is on left and "B" team on the right. (Phot: Mee Cheung).



Mackintosh's

STARTS MONDAY NEXT.

See Page 5

ALLSOPP'S BEER

BRITISH PILSENER

The best Drink under the Sun.

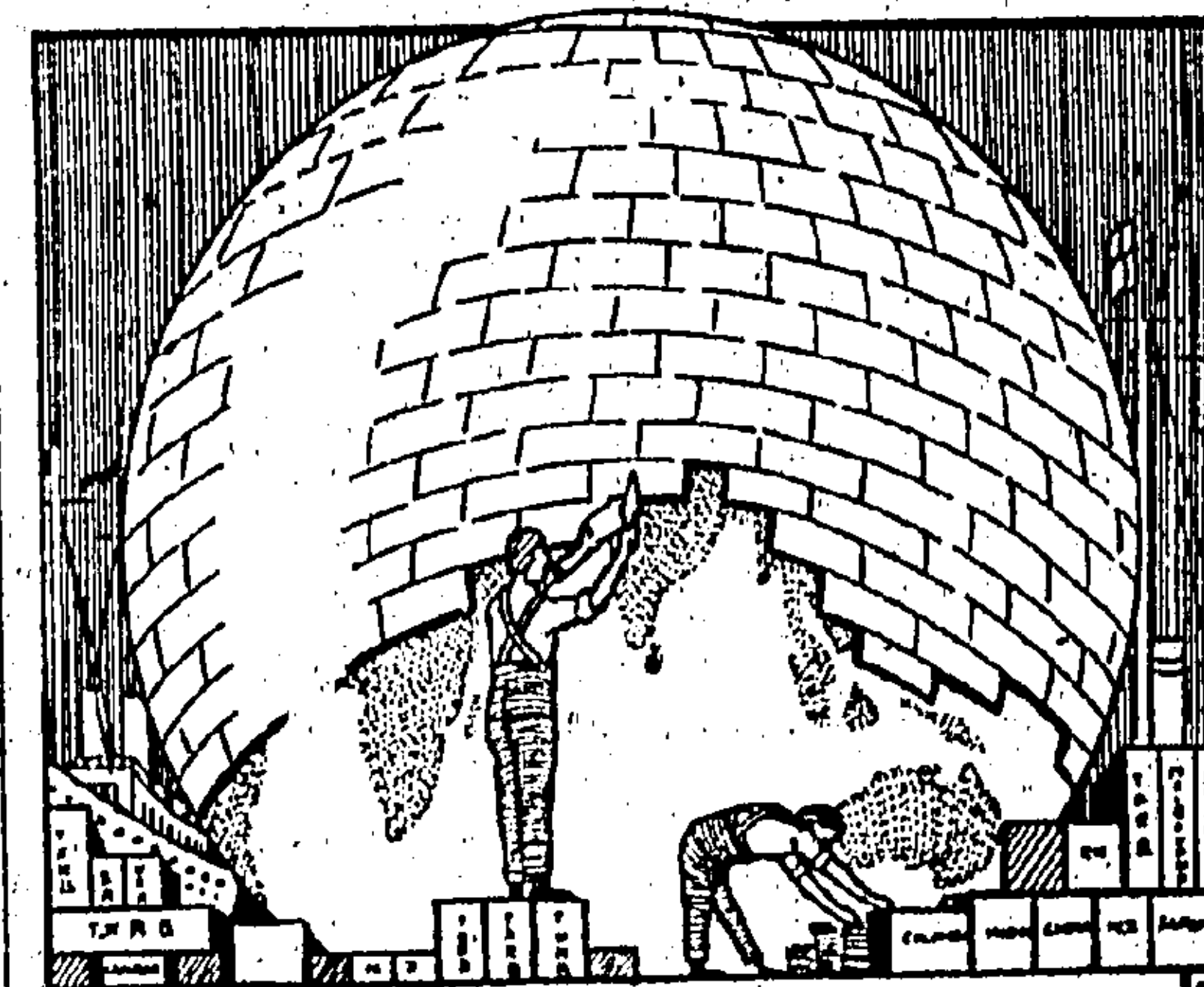
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BOOTE'S TILES
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ALL OVER THE WORLD



FLOOR TILES—MOSAICS—FAIENCE
WALL TILING TO SUIT ALL TYPES OF
BUILDINGS
LEADLESS WHITE OF THE HIGHEST GRADE
FIREPLACES NEAT DESIGNS & HARMONIOUS COLORS

SOLE AGENTS
SHEWAN TOMES & CO., HONG KONG.

**WHITEAWAY'S
GREAT SUMMER
SALE**

COMMENCES ON

MONDAY JULY 30th.

OVER \$500,000 WORTH OF STOCK TO BE CLEARED.
PRICES SLASHED REGARDLESS OF PROFITS

**WAIT! FOR THE EVENT OF THE
YEAR.**

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Profitable Investment.

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25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 387

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$96, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

FOR SALE.

FOR SALE.—Launch "Trenton." Hull pine. Length 23 ft. beam 6 ft. 7 in. draft 1 ft. 8 in. 7 knots. Gray motor. Apply to Standard Oil Company of New York.

PREMISES TO LET.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

TO BE LET.

UNFURNISHED.—A ground-floor flat in Kennedy Road comprising four rooms, bathroom and servants' quarters with use of tennis court and garden.

FURNISHED OR UNFURNISHED.—Ground-floor of a house in Macdonnell Road comprising two large rooms and large verandah, with bathroom, hot and cold water and flush system.

FURNISHED.—Four-roomed bungalow, flush system, at Kowloon Tong with garden.

Apply to:—
JOHNSON, STOKES & MASTER,
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"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-roomed FLATS and Six-roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to:—
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4TH FLOOR,
FRENCH BANK BUILDING.

CHINA AUCTION ROOMS.

6, DUDDELL STREET, AND
2A, D'AGUILAR STREET.
Auction of Household and Office Furniture and Sundry goods every TUESDAY and FRIDAY, at 2.30 p.m., at No. 2A, D'Aguiar Street. Tel.—C.4458, 6, Duddell Street, C.6521, 2A, D'Aguiar Street.

New Advertisements.

G. R.
NOTICE.

HONGKONG WATERWORKS. IT IS HEREBY NOTIFIED that on and after Tuesday, the 31st July, 1928, THE SUPPLY OF WATER TO ALL WHARVES IN VICTORIA will be turned off, and will remain cut off while the present restrictions on the Colony's water supply continue in force.
HAROLD T. CREESEY,
Water Authority,
Public Works Department,
Hongkong, July 27, 1928.

CHURCH NOTICES.

To-morrow the Eighth Sunday After Trinity.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Love." "The Sunday School is held on Sunday Mornings at 10 o'clock." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall, 7, Duddell Street, first floor, Sunday night, July 29th, at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "The Question God can't Answer." You are Welcome.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5009.

BOA VISTA HOTEL.

Most Popular for Hongkong Residents.

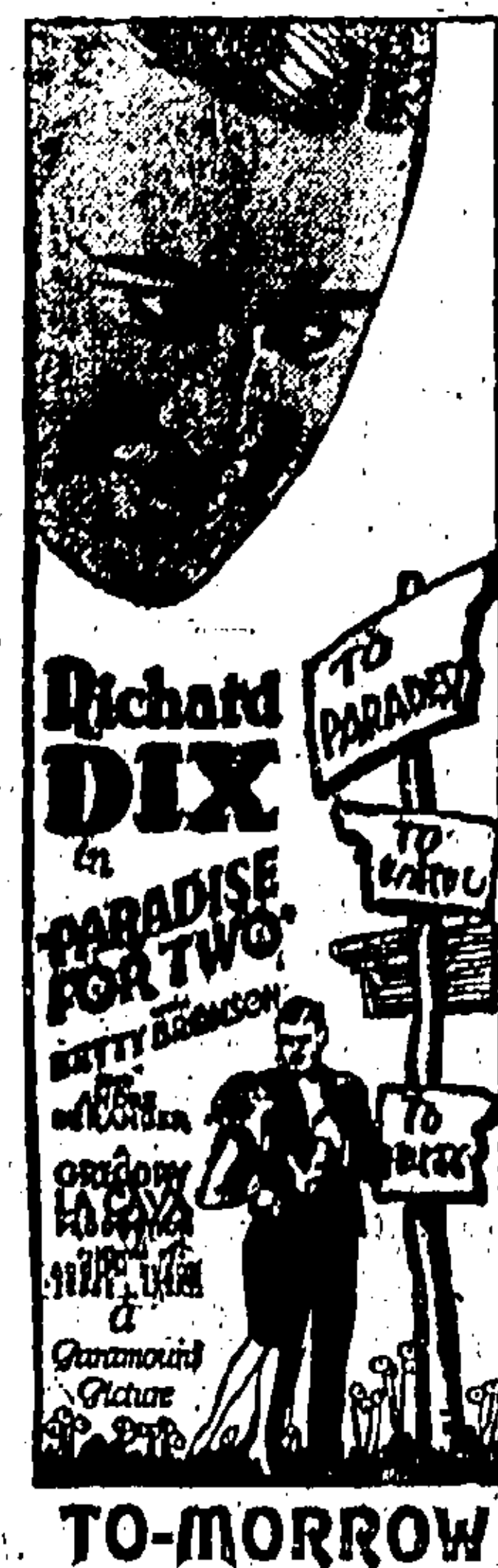
SPECIAL LOW SUMMER RATES

NOW AVAILABLE:—
Single Room from \$5 per day.
Double Room from \$8 per day.
Bookings received at Hotel Savoy, or Hotel Metropole

Princess Mary will attend on August 9 the dedication of the Wesleyan Church at Catterick Camp, Yorkshire, a memorial to 25,000 Wesleyan Methodists killed in the war.

Capt. Harold Fitzhardinge Berkeley, states the London Gazette, is removed from the Indian Army Reserve of Officers, the King having no further need of his services.

QUEEN'S LAUGHS GALORE!



TO-MORROW

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 30th July 1928, commencing at 11 a.m. at No. 2, Austin Avenue, Kowloon. A Quantity of Valuable Household Furniture.

(Particulars from Catalogue). On View from Sunday, the 29th July, 1928. Terms:—Cash on Delivery. LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 30th July, 1928, commencing at 10 a.m., at No. 6, Observatory Villas, Kowloon. A Quantity of Valuable Household Furniture.

(Particulars from Catalogue). On View from Sunday, the 29th July, 1928. Terms:—Cash on Delivery. LAMMERT BROS. Auctioneers. Hongkong, July 25, 1928.

GOLF "PRO" A WAITER.

LUNCHEON TABLE SURPRISE.

Two business men, lunching recently, turned their conversation to golf, and an argument took place as to the rule governing an unplayable ball. Finally, one turned to the waiter and said, "I suppose you don't play golf?"

"Yes, sorr, I do," replied the waiter, in the rich brogue of Southern Ireland. He told them the correct ruling on the point they had raised, somewhat to their surprise.

One of the lunchers asked the waiter if he thought he could give him a game. Still more to their surprise, the waiter said respectfully that he could.

"Where do you play?" he was asked.

"On Tuesdays, my day off, at Richmond," he replied.

"What was your score on your last round?"

"Ten under bogey, sorr!" The speaker, Thomas Terry, is a waiter at the Royal Palace Hotel, Kensington, W. He served his golf apprenticeship at Waterford, under Cahill. Terry was later appointed Club Professional to the Tallow Golf Club, Carlow, but the club was not a rich one and he decided to seek his fortune in London. Luck was not in his way as a golf "pro," so he became a waiter.

MILLIONAIRE'S BID FOR CITY CHURCH.

BISHOP'S STORY OF MR. HENRY FORD.

How Henry Ford, the multi-millionaire motor car manufacturer, tried to buy a City church in order to transfer it to America, is one of many piquant stories told by the Bishop of London in his "Holiday Recollections of a World Tour."

"My first introduction to Mr. Ford," writes the Bishop, "was by one of his firm coming up in the middle of the Great Strike from Manchester, to ask if Mr. Ford could buy one of the City churches, and set it up stone by stone in Detroit."

"I said, 'Good heavens, my friend, say nothing about such an offer. It will wreck my last chance of getting the City Churches Bill through, if they think I am going to sell them to America. I should never think of doing such a thing.'"

A "shrewd business man, a bit of a fanatic, and yet a devout believer in God," is the Bishop's summing up of Mr. Ford.

A Stole.

A striking instance of the Bishop's indomitable courage is revealed by an accident that happened to him on a steamer on Arrow Lake, British Columbia.

"A cauldron of scalding water from the ship's boiler poured over my bare arm in the early morning and produced what the 18 surgeons who dressed it during the next month called the worst burn they had ever seen on a human arm."

Despite the pain the Bishop carried on.

"My fear was that it would interfere with my programme, but, by arranging for a surgeon at the end of each 400 miles (not one of them, I may mention, would take a penny for his pains), I carried through without missing an engagement."

In Japan the Bishop had an amusing experience.

"My first experience of sitting upon my heels and eating with chopsticks was at Zushi."

"It was a difficult job to get any food down. But the thoughtful padre in charge had put three large sandwiches behind my back, so that, when no one was looking, I could get hold of something which I could eat."

A Golf Story.

The Bishop was playing golf with Sir Robert Borden, "one of the most charming personalities in Canada," at Ottawa.

Sir Robert was a little deliberate in his play, but one of his very intimate friends ran up to me on the tee and whispered to me the reason.

"Don't be surprised," he said, "if Sir Robert is a little slow—he says three times before he hits

PIE FOR 10,000 PEOPLE.

VILLAGE MONSTER OF 60 SQ. FEET.

The village of Denby Dale, near Huddersfield, which is preparing to make another of its famous monster pies, is hoping to surpass all its former efforts.

The pie-dish, which will be made locally of earthenware, will measure 16ft. by 4ft. (60 square feet) and will be 16in. deep. The pie will contain beef, mutton, kidney, potatoes—and, if the present weather continues, plenty of gravy.

Already a huge brick oven is being built in a disused corn mill, and the pie will be divided and sold on August 4 at 2s. 6d. per plate; the receipts being in aid of Huddersfield Infirmary.

About 10,000 people are expected to eat the pie.

On the occasion of the last Denby Dale pie, in 1896, 60,000 people visited the village, which has a population of 1,500.

The last pie but one, made in 1887, went bad. It was dragged by horses to a wood and buried in quicklime.

\$120,000 GIFT.

BY ANONYMOUS DONOR TO LONDON COLLEGE.

Sir Gregory Foster, the Provost of University College, London, has announced a gift of \$120,000 from an anonymous donor for the building, equipment, and endowment of a Department of Zoology and Comparative Anatomy.

The gift, Sir Gregory says, has been made with the proviso that within a reasonable period the remaining \$120,000 necessary for the completion of the scheme is raised.

Sir Gregory Foster informed a reporter that the identity of the donor was not to be disclosed till the full \$240,000 was subscribed.

The Provost in his report said: The Centenary Fund has made steady progress and has now reached £207,439. The largest single donation during the current session has been that of Lord Rothermere and Mr. Cecil Harmsworth, who, by presenting a sum of £30,000, have permanently added to the educational resources of London in the foundation—in memory of their brother, Lord Northcliffe—of a lectureship in Literature.

It is our hope that at no distant time the total of £500,000—every penny of which is needed for our buildings and endowment—will be obtained.

the ball, "Keep your—head down, Borden."

"I said to Sir Robert," adds the Bishop, "I know what you are saying, sir, but I can take no notice as you don't say it out loud."

POST OFFICE NOTICE

Radio Letter Telegrams are accepted subject to the following conditions:—

1. Minimum delay in delivery, 24 hours.
2. Messages must be written in plain English or plain Spanish. Code addresses may be used. Groups of figures, trade marks, trade terms and trade expressions must be expanded by qualifying words so that messages will offer an intelligible sense to ANYONE reading them.
3. Each message must bear the Indication R.L. as part of the address. The indication is connected and charged for as one word. No limit on the number of words a message may contain.

To	Minimum Additional 20 Words.	Each Word.	Rate.
Manila	2.00	10	10
San Francisco & Bay Cities	10.80	54	54
Other Offices in California & other Pacific States	11.60	58	58
Central States U.S.	12.80	63	63
Mountain States U.S.	12.80	63	63
Eastern States U.S.	13.00	65	65
British Columbia 1st Zone only	12.20	61	61
Alberta, Saskatchewan & Manitoba	12.80	63	63
Ontario, Nova Scotia, New Brunswick & Quebec	13.00	65	65
Newfoundland	13.80	69	69

M. J. BRENN, POSTMASTER GENERAL.

24th February, 1928.

RADIO TELEGRAPH SERVICES are now in operation as follows:—

Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kowloon, Fort Bayard, Telukam, Holikow, Amoy and Foochow, etc.

It is notified for information that the rate for the Dutch East Indies has been reduced from \$1.00 to 50 cents per word as from April 25th, 1928.

Rates and further particulars on application to the RADIO COUNTESS, 1st Floor, Government Building.

Telegraphic Addresses.—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic addresses immediately.

A direct service to Yunnan Province was opened 20th April, 1928. The inclusive charge will be 40 cents per word; no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmospheric disturbances and messages are accepted at sender's risk.

Commencing 12th June the radio telegraphic rate between Hongkong and Canton was reduced to 20 cents (Hongkong currency) per word. No charges will be payable by addressee at either end.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if no superscription.

The Public are reminded that the 1 cent rate for circulars for addresses in the Colony or Weihaiwei applies only when such circulars are posted in batches of not less than ten of uniform size and weight, by being delivered to an officer of the Post Office.

INWARD MAILS

From	For	Date
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	Pres. Garfield	July 28
Shanghai and Swatow	Sunning	July 28
Japan and Shanghai	Katori Maru	July 28

London 28th June, and parcels 21st June

Shanghai and Swatow	Achenas	July 29
Canada, U.S.A., Japan and Shanghai	Chinkiang	July 29
Empress of Canada	July 30	
Pres. Lincoln	July 30	
Chenonceaux	July 31	
Tanda	August 8	

OUTWARD MAILS.

For	Date and Time.
*Manila and Parcels for Germany	Coblenz Sat., July 28, 2.30 p.m.
Hamburg	
Straits, Ceylon, Aden, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Katori Maru Sat., July 28, 2.30 p.m.

Registration 1 p.m.
Letters 3 p.m.
G.P.O.

Registration 2.45 p.m.
Letters 3.30 p.m.
(Due Marseilles 27th August).

Straits, Ceylon, India, Mauritius, E. & S. Africa and Bombay	Solyo Maru	Sat., July 28, 4.30 p.m.
Manila	Pres. Garfield	Sat., July 28, 5 p.m.
Klungchow	Sat., July 28, 5 p.m.	
Amoy	Sat., July 28, 5 p.m.	
Saigon	Sat., July 28, 5 p.m.	
Shanghai and Europe via Siberia	Archer	Sat., July 28, 5.30 a.m.
Formosa	Sun., July 29, 8.30 a.m.	
Swatow, Amoy and Formosa	Hokan Maru	Sun., July 29, 9 a.m.
Hydrangas	Mon., July 30, 2.30 p.m.	
Swatow	Kwangtung	Mon., July 30, 4.30 p.m.
Bangkok	Sunning	Mon., July 30, 5 p.m.
Amoy	Pres. Lincoln	Mon., July 30, 5 p.m.
Shanghai	Parcels	Mon., July 30, 5 p.m.
	Registration	Mon., July 30, 5 p.m.

Japan, Honolulu, Canada, U.S.A., C. and S. America and Europe via San Francisco	Pres. Lincoln	Mon., July 30, 5 p.m.
	Parcels	Mon., July 30, 5 p.m.
	Registration	Mon., July 30, 5 p.m.
	Letters	Mon., July 30, 5 p.m.
	(Due San Francisco 22nd August).	

Shanghai, Japan and Europe via Siberia	Chenonceaux Tur	Tue., July 31, 12.30 p.m.
Swatow, Amoy and Foochow	Italyan	Tue., July 31, 2 p.m.
Weihaiwei	Hulchow	Tue., July 31, 2 p.m.

Saigon, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Paul Lecat	Tue., July 31, 2.30 p.m.
	K. P. O.	
	Registration	Tue., July 31, 1 p.m.
	Letters	Tue., July 31, 1 p.m.
	G. P. O.	
	Registration	Tue., July 31, 1.45 p.m.
	Letters	Tue., July 31, 2.30 p.m.
	(Due Marseilles 1st Sept.).	

Manila	Emp. of Canada	Tue., July 31, 3.30 p.m.
	Chinkiang	Tue., July 31, 6 p.m.

Shanghai	Hangsang	Wed., Aug. 1, 10.30 a.m.
Swatow	Van Heuts Thura	Aug. 2, 10.30 a.m.
Straits	Talkhybus Thura	Aug. 2, 12.30 a.m.
Japan and Victoria B.C.	Chanan	Thurs., Aug. 2, 12.30 a.m.
Swatow	Namsang	Thurs., Aug. 2, 5 p.m.
Amoy	Haining	Fri., Aug. 3, 2 p.m.
Swatow, Amoy and Foochow		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Kashmir	Sat., Aug. 4, 4.30 p.m.
	K. P. O.	
	Parcels	Sat., Aug. 4, 4.30 p.m.
	Registration	Sat., Aug. 4, 4.30 p.m.
	Letters	Sat., Aug. 4, 10 a.m.
	G. P. O.	
	Parcels	Sat., Aug. 4, 5 p.m.
	Registration	Sat., Aug. 4, 5.45 a.m.
	Letters	Sat., Aug. 4, 10.30 a.m.
	(Due Marseilles 2nd Sept.).	

Straits and Calcutta	Hosang	Sat., Aug. 4, 11.30 a.m.
	Parcels	Sat., Aug. 4, 11.30 a.m.
	Letters	Sat., Aug. 4, 11.30 a.m.

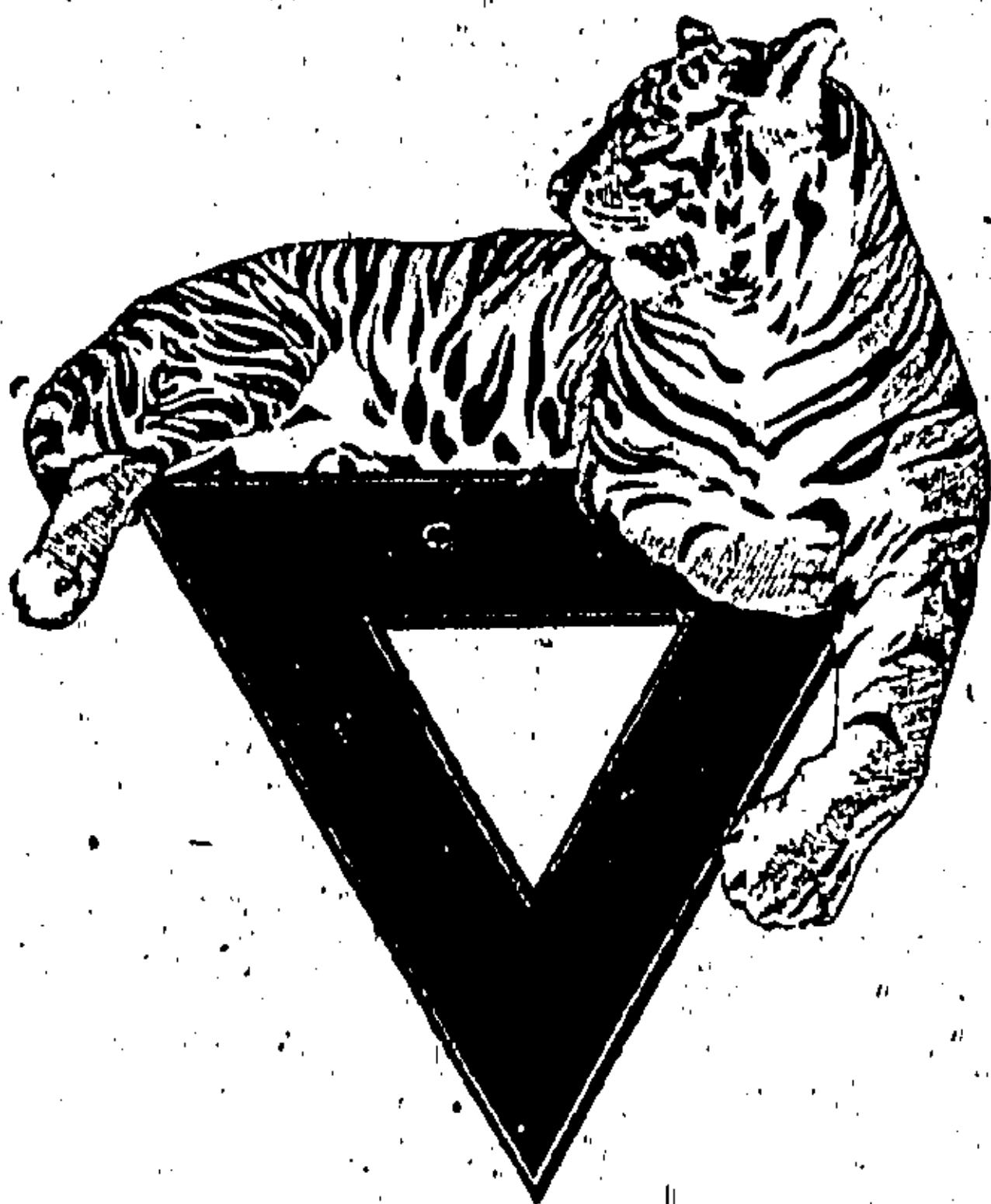
Straits, Egypt and Europe via Marseilles	Glaucus	Tue., Aug. 7, 11.30 a.m.
	K. P. O.	
	Registration	Tue., Aug. 7, 1 p.m.
	Letters	Tue., Aug. 7, 1 p.m.
	G. P. O.	
	Registration	Tue., Aug. 7, 1.45 p.m.
	Letters	Tue., Aug. 7, 2.30 p.m.
	(Due Marseilles 7th September).	

Swatow	Chak Sang	Wed., Aug. 8, 10.30 a.m.
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* Correspondence bearing vessel's name only.



BOOK THE DATES



GRAND TATTOO

HONG KONG.

4th, 6th & 8th September.

Commencing at 8.30 each evening.

BOOK THE DATES

Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And he free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry-hearted childhood. Ask your Doctor!



"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of introducing Baby, gradually and naturally to taking more solid food. Obtainable where you buy Glaxo.



Sole Agents:—

W. R. LOXLEY & Co.

Best Brand in the Market.

NEW

AX-BEER

This beer makes you more Cheerful and Vigorous.

SOLE AGENTS:—

mitsui BUSSAN KAISHA, LTD.

LOCAL GOV'T. REFORM.

TRANSFER OF DUTIES TO BIGGER AUTHORITIES.

£3,500,000 NEW MONEY.

Members of the House of Commons recently received through the Ministry of Health the promised White Paper explanatory of the third step in the far-reaching scheme of rating and local government reform.

It has been prepared, primarily, for the benefit of local authorities, so that they may study it before legislation is introduced in November.

From the political point of view the notable feature of the scheme is a provision for giving a slight relief to all ratepayers. Up to now nothing has been said of this, and public attention has been concentrated on the substantial sums which will be provided by the State to reduce the rates on productive industries and agriculture.

The reforms in London local government will be on an extensive scale, but conditions in the Capital are so different from those in the other great towns and in the counties that the financial details have yet to be settled between the Government, the County Council, and the metropolitan boroughs.

Rating and municipal law in Scotland is different from that in England, and a second White Paper has been issued which adopts the scheme to Scottish conditions. The effect, however, will be the same in both countries.

Administrative Reform.

The two previous steps on the path of reform are the Budget of this year, which provides the necessary money, and a Bill now before the House, which sets up the machinery for distinguishing between the rating of various classes of property.

When both these have been passed the petrol tax will provide the funds; agricultural land will be altogether relieved of rates; and premises used for productive purposes, as well as railway tracks, stations, &c., will be valued at only 25 per cent. of the existing assessment.

The final and the most important proposals contained in the White Paper are:

(1) Transfer of poor law administration to County Councils and County Borough Councils.

(2) Responsibility for the maintenance of all roads in rural districts, and of through communications in boroughs and urban districts outside county boroughs to be transferred to the County Councils.

(3) Existing grants in aid and other grants to be abolished. In substitution for these and for the loss to local authorities by the de-rating of productive premises and agricultural land, there will be a block grant, with, in addition, "new Exchequer money" of about £3,500,000, of which £1,000,000 will go to Scotland. £3,000,000 of this sum will be taken from the Road Fund.

(4) There will be a revision of the allotment of State money every five years.

Abolishing Guardians.

As proposals (1) and (2) will, perhaps, not be pleasing in rural and small urban areas—it will be recollected that Mr. Chamberlain's draft Bill for the reform of the Poor Law never got to the House of Commons—the White Paper summarises the arguments for setting up the larger Poor Law area.

It is stated that after the Act is passed every County and County Borough Council will be required to prepare an administrative scheme. It is hoped that such schemes may provide for the delegation of the new functions (other than financial) to Committees, either ad hoc or existing Committees of the Council, and for the division of County areas into districts wherein local sub-committees may exercise transferred functions. In this way it will be possible to take advantage of the experience of those who have worked on the old Boards of Guardians. The White Paper states that every latitude will be given for the making of arrangements suited to local conditions.

In London special circumstances exist. The Metropolitan Asylums Board will be abolished, and the Common Poor Fund will come to an end. Moreover, considerable alterations in the incidence of local rates will result. Therefore a special series of arrangements is to be worked out, and consultations with the County Council and the Borough Councils are to be started immediately.

In a series of paragraphs the Ministry draws attention to the revolution in road transport; the consequent heavy expenditure on highways, which is now so unequally distributed; and the necessary simplification in the method

of administering the Road Grant. The existing percentage grants for Class I. and Class II. roads outside London and the County Boroughs will be retained, but assistance towards the maintenance and minor improvements of all other roads will be given by means of the new Block Grants.

The Counties will assume complete responsibility for all roads in rural districts; and of classified roads in boroughs and urban districts. Small boroughs and urban district councils will be responsible for all non-classified roads—that is, mainly residential roads. Metropolitan boroughs will be treated as county boroughs in respect of the maintenance of all roads in these areas.

The counties will be the highway authorities in respect of all roads transferred to them. Here again the hope is expressed that it may be found possible to transfer some of the actual work to the smaller local bodies.

Money Grants.

The most complicated—as it is the most important—part of the White Paper deals with the way the block grants are to be distributed.

The temporary arrangements during the period of turning over to the proposed new system—that is between October, 1928, when de-rating takes effect, and April, 1930, when the new scheme starts—are not of much concern.

A formula has been designed to make the State grants vary in accordance with the need for local government services in particular areas in relation to the ability of those areas to meet the cost. The factors taken into account in framing the formula for Counties and County Boroughs are:

(1) The rateable value per head of the population.

(2) The number of children under five years of age.

(3) The amount of unemployment in the area.

(4) The varying density of the population (this applies only to administrative counties other than London).

In the smaller areas the total grant will be a uniform amount per head of the population.

The formula could not come into operation at once without much disturbance of local finance. Accordingly, it will apply, during the first quinquennial period—which starts on April 1, 1930—only to one-third of the total grant to county and county borough councils. The balance—roughly equivalent to the 75 per cent. loss due to de-valuation—will be based on the present distribution of revenue from those sources.

Relief to Ratepayers.

The burden of the individual household will be lightened in this way:

If the grant allotted under the scheme to each county and county borough does not exceed the loss of rates and grants by a sum equivalent to 1s. per head of actual population, making up the net gain to 1s. per head of population.

Then, as to the small boroughs, and urban and rural districts, if the scheme would have any authority at the start with a heavier total rate than before, there will be a special grant—one half to be borne by the Exchequer and the other half by deductions from the grant payable to those areas which show a net gain from the scheme.

The White Paper gives a series of tables showing how the new grant system would have operated in the county boroughs in England and Wales, and in fourteen typical counties, had it been in operation during the financial year 1926-7. It has to be remembered that the governing conditions have altered materially in many cases.

Even so, it is useful to notice that while Bournemouth rates would have been lowered by 1.1 pence in the £, and Brighton by 4.0d., Burnley would gain by 20.6d., Dudley by 23.4d., Gateshead by 35.5d., West Hartlepool by 23.8d., and Merthyr Tydfil by 42.7d.



Sneaking in during the wee small hours should be pretty soft.

FOR SALE

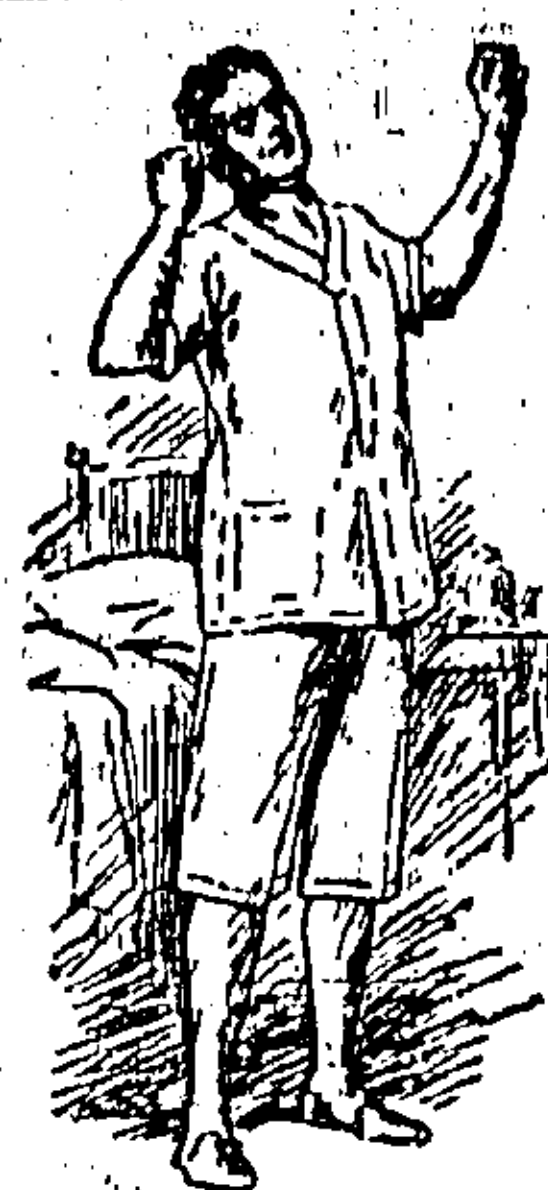
A surplus of Summer stocks of Men's Wear.

All seasonable goods but "broken ranges"—a pattern in one size but not in another—which are unavoidable in a business like this.

These oddments must be cleared—and quickly—hence these big reductions.

Here are some offers—come before they go!

MACKINTOSH'S



on
Monday,
Tuesday
and
Wednesday
next



Pyjamas

There are some wonderful lines being offered.

Short sleeves and legs usual \$3.50.

NOW \$3.00

Full length styles usually \$8.50 & \$10.50.

NOW \$5.00



NECKWEAR

A large number of very popular lines have been considerably reduced including Foulard and Marocain silks.

Usually sold at \$2.50 to \$3.50.

NOW \$1.50.

SHIRTS

Some exceptional bargains in shirt-wear. Coloured shirts usually sold at \$6.50 to \$8.50.

NOW \$4.00

All have collars to match. Sports shirts with collars attached usual \$6.50.

NOW \$3.00



SOCKS

A large selection of good socks including Lisle, Silk and Lisle and silk and wool mixtures. Regular \$1.50 to \$2.00.

NOW \$1.00

Regular \$2.50 to \$3.50.

NOW \$2.00



BATHING SUITS

All we have in stock at

HALF PRICE

PITH SUN HATS

Usual \$7.50

NOW \$3.75

Usual \$8.50

NOW \$4.25

Usual \$9.50

NOW \$4.75

NOTE THE DATES. July 30th, 31st & August 1st

MACKINTOSH'S

MEN'S WEAR SPECIALISTS.

Announcing!

*Our store will close
permanently about
August, 20th. Next.*



FINAL REDUCTIONS

We are offering everything, without reservation—except
LADIES SHOES at

HALF PRICE.

You should not miss your final opportunity to replenish
your Wardrobe or furnish your house—at prices never
before offered the Public of Hongkong.

IN THE LADIES' DEPARTMENT,

will be found at Half Price:—

Boudoir Caps, Dress Shields, Linen Tape, Woollen
Scarves, "Chilprufe" Cholera Belts, "Van Raalte" Vests,
Silk & Wool Hosiery, Handbags, Afternoon and Evening
Dresses, Ribbons, Flowers, Winter Coats & Jumpers,
Dressing Gowns, Raincoats, Underwear, Corsets, Bathing
Costumes, Sunshades & Umbrellas, Manicure Sets,
Nightdress Cases, Haberdashery, Novelties, etc., etc., also
all Surplus goods in Children's Wear.

ALL LADIES HATS at \$5.00 each.

Many are worth \$17.50 to \$25.00

LADIES SHOES at 33 1/3 % Discount.

These include the latest styles made by "Bective"
"Keltic" and "Favorite" Co's and received this month
—"Keltic" on Thursday.

ODDMENTS

In White Canvas, Coloured Kid, Black Kid, also Patent
at \$2.50 per pair Usually \$9.75 to \$20.00

	Woollen Coatings	at \$1.00 per yard.
250	packets Hair Pins	5 cents per packet.
500	cards White Press Studs	20 " card of 3 dozen.
2,000	Safety Pins	25 " for box of 3 dozen.
2,500	Hooks and Eyes	15 " " card of 6 "
2,500	Linen Buttons	10 " " 2 cards.
5,000	yards Tape	10 " " 8 yards.
50	Sewing Plaits—assorted colours	15 " each.

BOY'S DEPARTMENT,

*Suits, Overcoats, Shirts, Underwear, Pyjamas, Braces, Ties, Hats, etc.,
at HALF PRICE.*

IN THE FURNISHING DEPARTMENT,

will be found at Half Price:—

Cot and Single Bed Blankets, Cretonnes, Casement
Cloths, Curtain Materials, Serges, Tapestries, Velours,
Linoleum, Ice Chests & Boxes, Bedsteads, Childrens'
Folding Prams and Baby Go-Carts, Carpets, Rugs, Bed
Linen, Sheeting, Eiderdown Quilts, Pillow Cases, Towels,
Dusters, Glass Cloths, Cushions, Cutlery, China and
Glass, Brass Ware, Locks, etc., Brass and Wooden Cur-
tain Rods & Rings, Children's Cots in many styles.

One only: Teak Bedroom Suite consisting of Bedstead,
Spring, Wardrobe, Dressing Table, Wash Stand, Bedside
Pedestal and Two Chairs.

Sale Price \$450.00 worth \$750.00

One only: Child's Bedroom Suite consisting of Bedstead
with Spring, Dressing Table with Mirror & Drawers,
One Table & Chair.

Sale Price \$50.00 Usually \$145.00

	Usually.	Sale Price.
Ice Jugs	\$ 9.50	\$ 4.75
Furniture Cream	\$ 1.00	50 cents.
Wyso Paint Cleaner	65 cents.	35 "
Porcelain Flower Vases	\$ 1.00	50 "
Carpet Underfelt	\$ 1.50 per yard	75 "
Floor Felt—assorted colours	\$ 5.75	\$ 2.75
Table Baize	\$ 5.95 to \$8.50	\$ 2.75
China Fish Sets	\$87.50	\$42.50

*A large quantity of Ball Fringe, Cretonne Trimming, Curtain Edging,
Tassels, Ropes, etc. :—*

Usually 75 cents to \$1.25. Sale Price 25 cents per yard.

Wm. POWELL Ltd.

12, DES VOEUX ROAD.

JUST RECEIVED

A NEW SELECTION
OF
GAGE HATS

"ANTOINETTE"
2, Queen's Road Central
(Above Hongkong Electric
Showroom.)

THE
BEST
AND
CHEAP-
EST
PER-
MAN-
ENT



HAIR WAVING IN THE COLONY

Mrs. BETEN

2 Pratts Building. Tel. K. 945.

AMATEUR
DEVELOPING
AND
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EXPERT WORK. PROMPT SERVICE.

SUN KWONG
Kowloon Hotel Basement No. 3,
KOWLOON

MRS. SEKAI

MASSAGE

6, Wyndham Street, 1st floor,
Hongkong.

DURO DEEP & SHALLOW
WELL PUMPS
The Standard Pump. Complete System.
Prices Reduced

WE SPECIALISE IN FLUSH WATER
SUPPLY PROBLEMS.
LET US HELP YOU

WIND, WATER, & GASOLINE
DRIVEN PRIVATE ELECTRIC PLANTS

The DURO PUMP & ENGINEERING CO.
472 Nathan Road, Kowloon.

HEAR MUSIC PLAYED BY THE
FOREMOST ARTISTS IN
YOUR OWN HOME ON THE

MORRISON

ELECTRIC EXPRESSION
PIANO DE LUXE

From the snappiest
Fox Trot to the most
intricate Classic,
all are faithfully
reproduced by this
marvellous expression
piano.

Demonstrated

TSANG FOOK PIANO
COMPANY.

8, Des Vœux Road, Central
(Entrance Ice House Street.)
Telephone C. 4648.

MRS. MOTONO

HAND & ELECTRIC
MASSAGE

No. 31B, Top Floor, Wyndham St.
Hongkong.

MASSAGE HALL

Expert Masseuse
67, Queen's Road C., 2nd floor.

MRS. S. UZUNOYE

Expert Masseuse
67, Queen's Road C., 2nd floor.

Cures Rheumatism, Nervousness
and all kinds of chronic
ailments.

Madame H. MORITA,
Madame E. AKAJI.

4, On Lan Street,
Telephone No. C.4395

METALS

of all kinds especially for ship-
building and engineering work.
Complete stock. Best Terms.
Immediate delivery.

SINGON & CO.,

ESTABLISHED A.D. 1899.

HING LUNG ST.

Phone Central 616.

HONGKONG TRADE.

EFFECT OF JAPANESE
BOYCOTT.

The fortnightly Price Current
and Market Report, published by
the Hongkong General Chamber
of Commerce, states:

Cotton Piece Goods.

Further sales of Standard Bro-
cades have been arranged but the
quantity booked is very small com-
pared with previous seasons. In
new styles of Spring Fancies a
nice business has been transacted
which, together with other moder-
ately new lines which have been
booked fairly heavily, will tend in
the future to materially reduce in
quantity the trade in standard Bro-
cades, thus giving an added in-
terest in the piecegoods business.

Owing to the Japanese Boycott,
dealers are willing to clear these
goods at best prices obtainable,
several lots having been disposed
of at very low prices. Enquiry is
very much in evidence on cloth
suitable to the trade which formerly
went through Japanese chan-
nels, but prices and shipments are
proving big obstacles. The Cotton
market in New York and Liverpool
has become increasingly "bullish"
and whatever "bearish" tone was
prevailing last week has since
entirely disappeared owing to un-
favourable weather reports and
complaints of boll weevils becom-
ing more numerous.

Another report states:—Further
orders in Mercerized Brocades and
Limbies were settled last week.
There has been more enquiry for
Grey and White Shirtings follow-
ing on a good demand from Bang-
kok. Stocks in these goods are
low, and prices have improved a
little. Clearances are very poor
and are often only brought about
by constant pressure. Manches-
ter prices have been somewhat
easier, but offers received are still
8 to 10 per cent too low.

Woolens.

A few repeat orders have been
booked in Black Wool Venetians at
practically the same prices as
purchases made in the spring.

Cotton Yarn.

Market has been very quiet dur-
ing the interval and no sales have
been effected. Quotations are un-
changed and purely nominal:—
No. 10s. \$170-190. No. 12s. \$180-
195. No. 16s. \$195-200. No. 20s.
\$205-210. Arrivals nil. Shipments
nil. Sales nil. Unsold
Stocks 1,800 bales. Bargains
8,700 bales.

FRENCH RADICALS TOE
THE LINE.CHAMBER'S VOTE OF
CONFIDENCE.

Paris, June 28.
M. Poincaré's firm attitude has
scored a victory over the Radical
majority. Deputies belonging to
that party have drawn in their
horns quicker than any small
fisher can wait for the touch-
stone of debate they met in con-
clave today and decided by a large
majority to vote for the Govern-
ment to-morrow.

The reason given is the true one,
namely, that they dare not risk
provoking a Cabinet crisis. Con-
sequently, they have swallowed the
words most objectionable to them
and will support the motion that
"the Chamber, approving the de-
clarations of the Government," &c.,
which includes those on Alsace and
the Civil Servants.

M. Poincaré has had the wisdom
in his motion to stick to terms em-
bodying the good sense of moderate
Frenchmen. The Left tried to
bluff him. M. Poincaré has called
their bluff—and won hands down.

M. Poincaré's motion to release the
imprisoned Alsatian Deputies was
reached this afternoon. Fortified
by the news of the Radical sur-
render on general policy, M. Poin-
caré had an easy game to play,
especially as the sympathy felt

ABOUT TO RETIRE.

MR. KHAWAS KHAN TO LEAVE
NEXT WEEK.

After a stay in Hongkong ex-
tending over a period of 18 years,
Mr. Khawas Khan, interpreter and
probate clerk at the Supreme
Court, is leaving on retirement by
the s.s. Talwa next week.

Mr. Khan is a native of Pa-
Tham, in the district of Attock,
near the North West Frontier.
He arrived in Hongkong in Sep-
tember, 1910, and worked in the
General Post Office, which was
then situated in Queen's Road.
After being employed in various
capacities there until 1918 he was
transferred to the Supreme Court
as interpreter and probate clerk,
which position he had held ever
since.

During his residence in Hong-
kong, Mr. Khan has done a good
deal of Police Reserve work. He
joined the Police Reserve on the
outbreak of the war in 1914 when
he became Sergeant Major and
Drill Instructor to the Indian Com-
pany until it was disbanded in
1919. When the Reserve was re-
organised, he again joined and
held the rank of Sub-Inspector of
the Indian Company. For his
service with the Reserve Mr. Khan
holds a good service medal.

Until a short time ago Mr. Khan
was Treasurer of the Indian
Muslim Society.

TO-DAY'S FILMS.

"SORROWS OF SATAN" AT
QUEEN'S.

"Sorrows of Satan," which has
drawn excellent houses at the
Queen's Theatre since Wednesday,
is being screened for the last time
today. From the quartet of prin-
cipal players, Adolphe Menjou,
Carol Dempster, Ricardo Cortez
and Lyn de Puitt, the eminent
director, D. W. Griffith has elicited
remarkable performances. "Sor-
rows of Satan" was adapted to the
screen from Marie Corelli's story
of the same name and directed by
the man who made "Way Down
East" and "The Birth of a Na-
tion."

World Theatre.

Douglas Fairbanks, the hero of
many thrilling screen romances,
is the leading player in "The Mark
of Zorro" which brings its season
to a close today at the World
Theatre. Mary Astor, Jean Her-
sholt and Donald Crisp head the
large supporting cast.

Star Theatre.

"Love 'em and Leave 'em," a light
entertaining picture of the modern
youth and his equally light hearted
sister, will also be screened at
the Star Theatre for the last time
to-day. Evelyn Brent and Law-
rence Gray head an excellent cast,
and receive ample support from
Louise Brooks, Marnie Harris and
Arthur Donaldson.

Capt. Maurice Walter Annett,
aged 35, Indian Army (retired), of
Clifton-in-Gordano, Portishead,
was found shot dead in an hotel
at Wellington, Somerset, with a
revolver near him.

privately, for the Alsatian Deputies
was largely alienated by the Com-
munists championing their cause.
The Government moved the pre-
vious question, and made it one
of confidence, carrying the motion
by 420 to 160. A number of
Radicals and some stray Deputies
joined with the Socialists and the
Communists to vote against the
Government.

Deputies do not often come to
actual blows since, though often
threatened, these are averted in the
Chamber by the ushers' interposi-
tion. To-day, however, two De-
puties quarrelled in one of the
lobbies, forgetful of the absence of
restraining officialdom, and one of
them had his face severely slapped.

QUEEN'S THEATRE.

NEXT WEEK'S MOVIES AND
MAGIC.

Variety is the keynote of the
programme to be presented at the
Queen's Theatre next week. Ac-
cording to a special advertisement
in this issue, Richard Dix's latest
production, "Paradise For Two"
will be the chief attraction to-
morrow and on Monday. Dix por-
trays the amusing part of a young
bachelor who wanted to stay single
but who was forced to hire a stage
struck girl to pose as his wife in
order to collect his inheritance.

"The Midnight Rose."
The main feature on Tuesday
and Wednesday (Wednesday at
9.20 p.m. excepted) will be "The
Midnight Rose," starring the
beautiful Hungarian actress Lyn
de Puitt, who played the part of
Princess Olga in "Sorrows of
Satan." The story is a gripping
drama of love and adventure told
against the colourful background
of the Gold Coast. In support of
the star are Kenneth Harlan and
"Gunboat" Smith.

Long Tack Sam.
Wednesday at 9.20 p.m. will see
the opening performance of Long
Tack Sam and his clever company
of Chinese wonder workers. Long
Tack Sam is famous the world
over as a magician, conjurer, and
acrobatic and his performance in-
cludes other things that go to
make first class entertainment.
Included in the large supporting
company are the artist's beauti-
ful daughters, the Misses Mi-Na
and Nee Sa Long whose special-
ties are dancing and singing.
Advance booking is now open at
the Queen's Theatre for the entire
season. The prices of admission
will be \$3, \$2 and \$1.

"The Red Mill."
Marion Davies is the leading
player in "The Red Mill," which
will be screened from Thursday
to Saturday (excepting at the
9.20 p.m. performances, when
Long Tack Sam will appear).
There is much human interest in
this entertaining picture, which
tells the story of a little Dutch
slavery girl who is catapulted into
society and a strange love affair.

The picture contains some
spectacular scenes, one of which
is a huge lake, specially construc-
ted and artificially frozen for the
production, making a glittering
spectacle with several hundred
people engaged in skating.
George Selkman, the general of
"The Imperial," is the villain,
and others of the large cast are
Owen Moore, Louise Fazenda, Karl
Dine of "The Big Parade" and
"Rookies," William Orlamond and
many others.

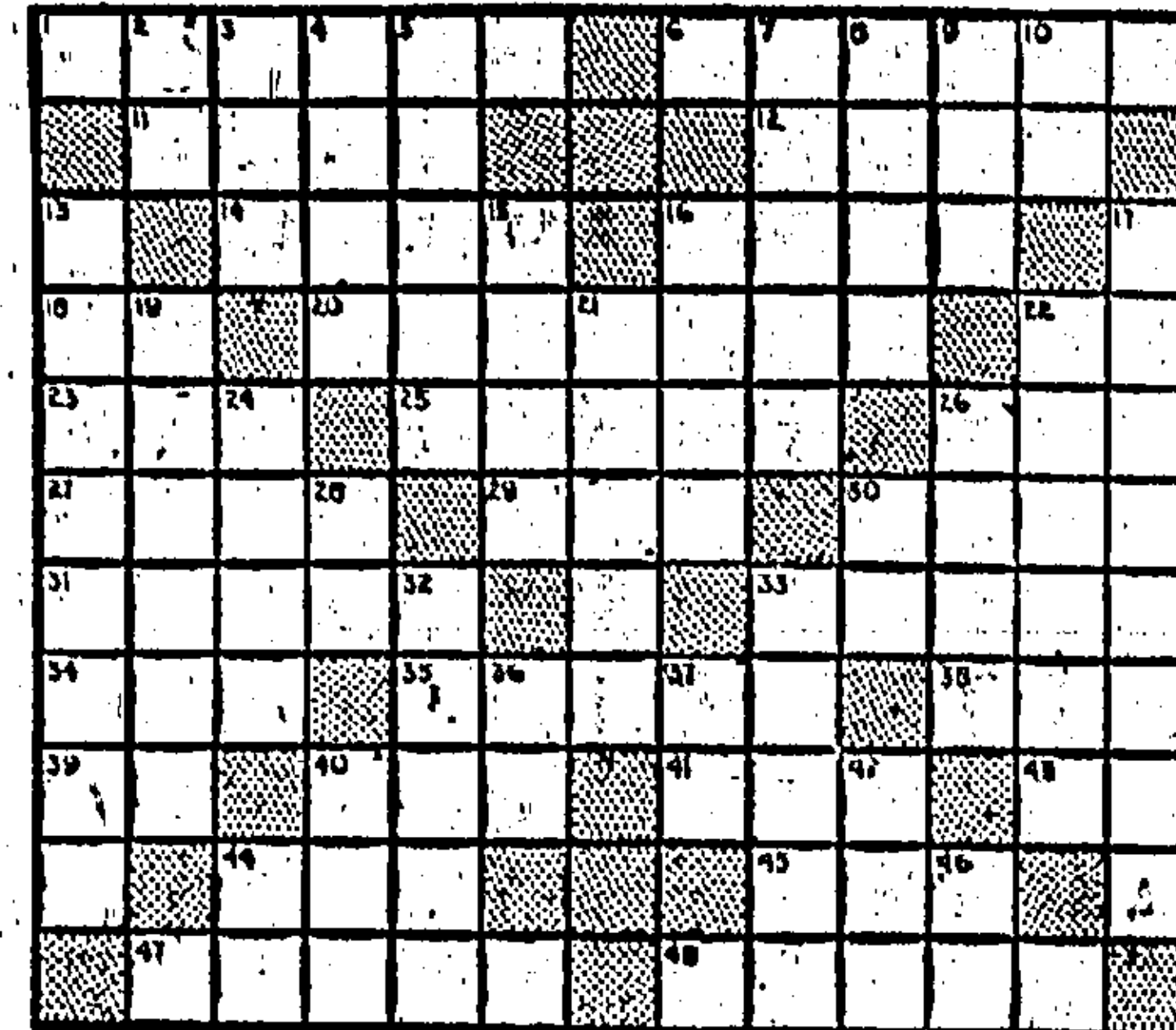
LETTER GOLF.

How often in bridge have you
wished that a Jack in your hand
was a KING? In letter golf it's
easy to make it so.

J	A	C	K
K	I	N	G

1—The idea of letter golf is to
change one word to "another" and
do it in par, a given number of
strokes. Thus to change COW to
HEN, in three strokes, COW,
HOW, HEW, HEN.
2—You can change only one
letter at a time.
3—You must have a complete
word, of common usage, for each
jump. Slang words and abbrevia-
tions don't count.
4—The order of letters cannot
be changed.
One solution is printed on
another page of this issue.

OUR CROSSWORD PUZZLE.



Horizontal.

- Reel for thread.
- To chatter unintelligibly.
- Street.
- Midday.
- Let it stand.
- On what river is "Chaxon" the ferryman? (Myth.)
- What is the abbreviation for "pound"?
- What are the monsters, half woman and half bird called? (Myth.)
- Sun god.
- Edge of a skirt.
- Burdens.
- Energy.
- Astringent.
- To colour fabric.
- Dry granulated starch.
- Minute objects.
- Hazard.
- Honey-sucking insect.
- Unclouded.
- Digit of the foot.
- Abbreviation for "road."
- Blue grass.
- Woolly surface of cloth.
- Negative.
- Because.
- Leverage.
- What United States battleship was blown up in the Havana harbour in Cuba?
- Who discovered the North Pole?

Vertical.

- Correlative of ether.
- Genus including cattle.
- Act of cleansing the body by immersion.
- Standard of perfection.

Yesterday's Solution.

- Put up a poker stake.
- Lads.
- Case.
- Half an em.
- What famous fortress palace of the Moorish kings is in Granada?
- Stopped upon.
- One of the faces of a box.
- Who was called the "Man of Destiny"?
- Misrepresented.
- What poet wrote "Home, Sweet Home"?
- Arauc.
- Speechless.
- Portion.
- Myself.
- Point of compass.
- Derision.
- To chatter.
- Sixth note in scale.
- Variant of "a."
- Tare paste.
- Thin green vegetable.
- Fourth note in scale.
- Measure of area.

F	A	B	L	E	S		F	O	S	T	E	R
A	L	O	E		U	S	E	D		A	L	A
T	I	R	E		T	O	R	E		C	U	T
A	V	E	R		U	R	N			W	I	D
L	E	D		A	R	T				M	A	T
S	T	O	L	E		R	A	N				
S	T	O	L	E		W	E	D		S	A	C
T	R	U	E		G	A	P			C	O	R
A	N	D			A	V	E	R		O	L	I
T	O	E			A	M	E	N		S	I	D
E	N	R	A	G	E					T	E	N
E	N	R	A	G	E					T	E	N

Columbia
RECORDS

*This Month's
Novelty Records*

9235—Camp Fire Sing Song
By
Caterham School Scouts

The
Anderson Music Co.

Electric Recording WITHOUT SCRATCH

LATE MR. E. C. ROCK.

FUNERAL YESTERDAY.

The funeral of the late Mr. E. C. Rock took place in the Protestant Cemetery at Happy Valley yesterday afternoon, the Rev H. V. Koop officiating.

The sympathisers present included Mr. Ho Kom Tong, O.B.E., Major H. B. L. Dowling, Major Hogg, Mr. C. G. S. Mackie, Mr. R. H. Charles, Mr. W. D. Fiddes-Wilson, Mr. Alan G. Gordon, Mr. C. T. Chan, Mr. Harold Seth, Mr. R. M. Dyer, Mr. Ho Leung, Mr. B. D. F. Bell, Mr. A. H. White, Mr.

H. R. Forsyth, Mr. L. Baily, Mr. A. Hutton-Potts, Mr. C. M. S. Alves, Mr. R. Bana, Mr. W. Ward, Mr. H. Priestly, Mr. M. Rafeek, Mr. Proulx, Mr. F. Sutton, Mr. T. L. Wong, Mr. G. U. da Rosa, Mr. Hariman, Mrs. Nowell White, Miss Rose White and Mrs. Way. The assistant manager of the stables, Fijl, was also present as were the mafios.

Among the numerous floral tributes sent by sympathisers, both European and Chinese, were the following: From the Stewards, Hongkong Jockey Club; Secretary, Hongkong Jockey Club; Mounted Infantry Company, Hongkong Volunteer Defence Corps; Messrs. Warren and Company, Limited; Messrs. Linstead and Davis, and many others.

For BATHS in Summer

Eau de Cologne BATH SALTS

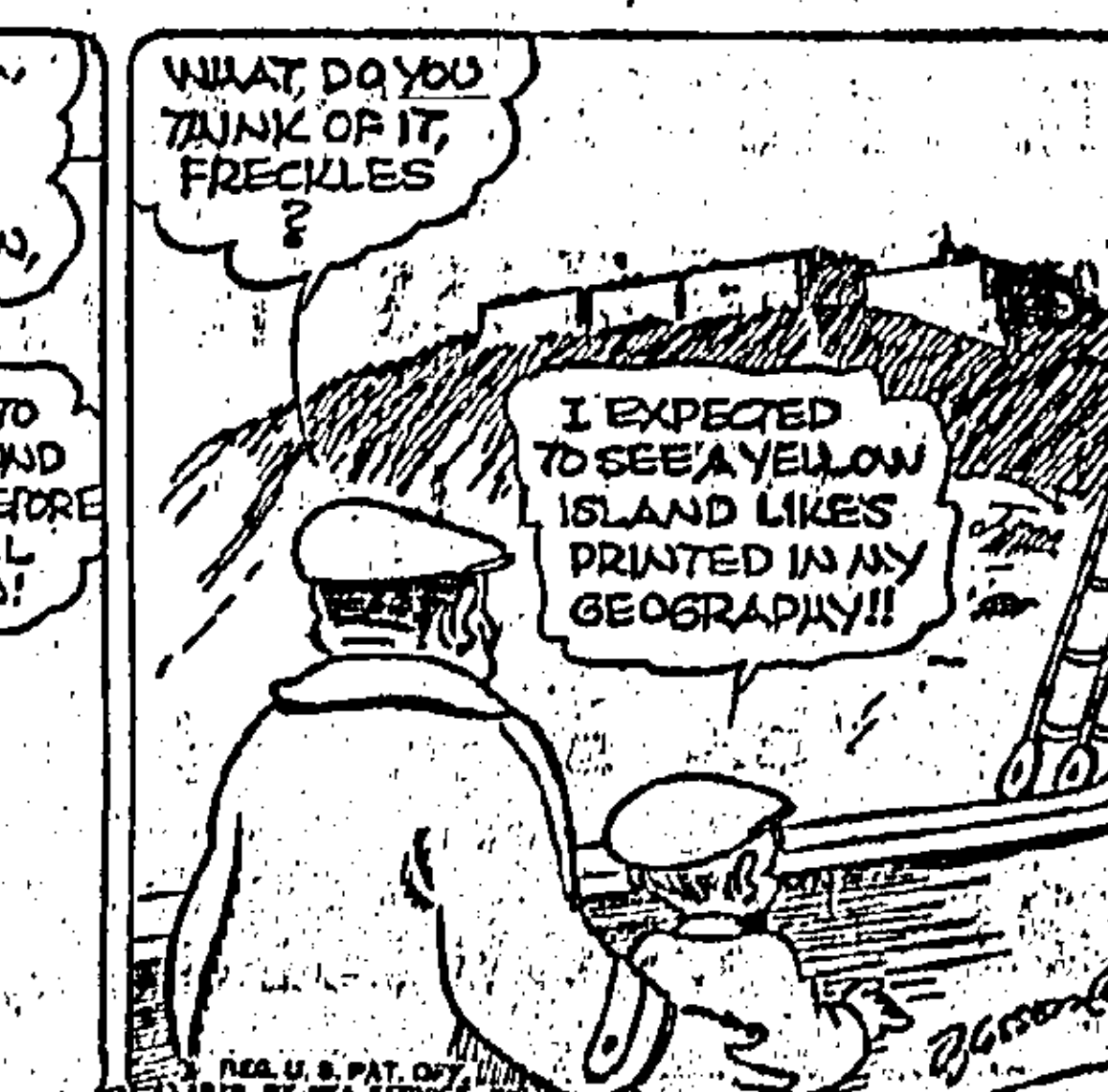
&

Eau de Cologne SOAP.

THE COLONIAL DISPENSARY

14, Queen's Road, C. Tel. O. 1877.

FRECKLES AND HIS FRIENDS



St. Helena!

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A Skillful blend of the finest matured Highland Whiskies. The happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

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WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDING. PHONE C. 610.

We have received a very interesting consignment of records selected from the Catalogue of

THE GRAMOPHONE CO., LTD. ENGLAND.

including:—

HUMOROUS RECORDS by

Wish Wynne
Norman Long
Melville Gideon
Ernest Hastings
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BALLADS by

Peter Dawson
George Baker
Harry Dearth

ORGAN SOLOS by

Arthur Meale
Reginald Foot
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BAND SELECTIONS by

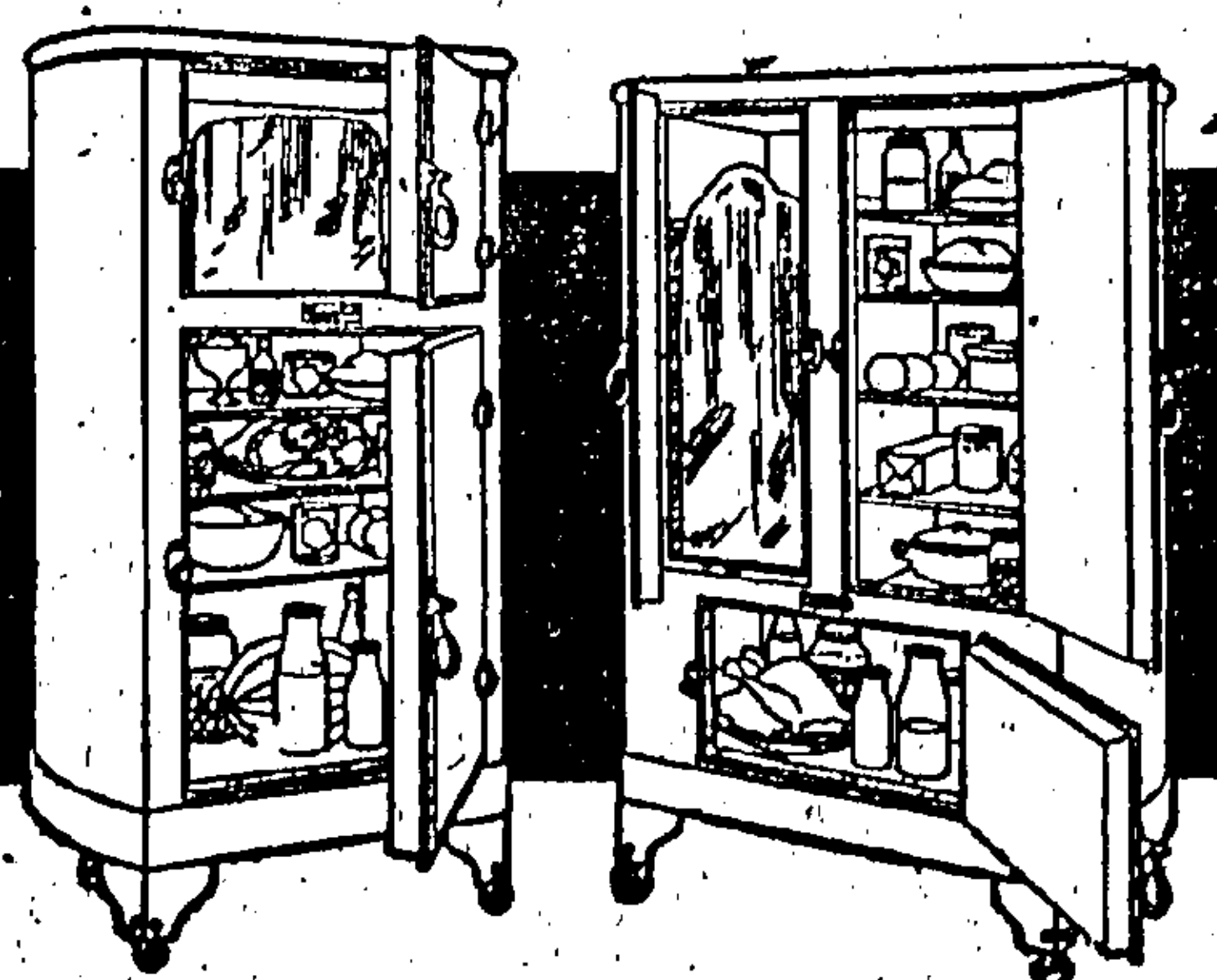
H. M. Coldstream Guards Band.

A complete list will be sent on request.

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Are. EASY TO CLEAN
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CONTENTS NEVER DETERIORATE
NON-CONDUCTOR
OF ELECTRICITY

RELIABLE, EFFICIENT, EFFECTIVE.

Types for Motor Cars, & Etc.

KELLER KERN & Co., Ltd.
16/19 CONNAUGHT ROAD, C.

The Hongkong Telegraph.

SATURDAY, JULY 28, 1928.

THE AMERICAN NOTE.

A close reading of the United States Note to the Nationalist Government of China in regard to America's willingness to enter into negotiations for the conclusion of a new Commercial Treaty reveals it to be a most carefully-worded document. It is true that, in the course of the Note, Mr. Kellogg makes reference to "the readjustment of Treaty obligations" and refers to Mr. C. C. Wu's request that the United States should appoint delegates "for the purpose of Treaty negotiations," but the vital paragraph of the Note leaves no room for doubt that the American intention is to negotiate solely on the tariff issue. In that paragraph, Mr. Kellogg asserts that "I am happy" now to state that the American Government is ready to begin at once, through the American Minister to China, negotiations with the properly accredited representatives whom the Nationalist Government may appoint in reference to the tariff provisions of the treaties between the United States and China, with a view to concluding a new Treaty." The italics, which are our own, testify to the limited scope of the negotiations. The Note may, of course, imply that America is sympathetically inclined on the question of general Treaty revision, but it is certain that she desires to confine the initial negotiations to the tariff issue.

The significance of the Note, in our opinion, is that it amounts to a tacit recognition of the Nationalist Government as the Government of China. But even here Mr. Kellogg is careful not to commit himself too deeply. In January of last year, the U. S. Secretary of State declared that his Government was willing to enter into negotiations "with any Government of China or delegates who can speak for China" on this tariff question, and the fact that America is now ready to begin immediate negotiations on the subject must be read as implying the belief of the United States that the Nationalists are in a position so to speak. It is, however, pertinent to observe that in his latest Note Mr. Kellogg does not go further than to affirm his belief that "a new and unified China is in process of emerging from the chaos

which has distressed the country for many years," adding "certainly this is the hope of the people of America." The existing commercial treaties between the United States and China cover a wide diversity of subjects, including many which do not come under the heading of tariffs, and the position now is that, within the limits laid down by Mr. Kellogg's Note, America is willing to enter into conversations with a Chinese Government which had no hand in the conclusion of those earlier agreements. In other words, she concedes the Nationalist Government's claim to be the rightful party with whom to negotiate on a subject which affects the whole country. That, as we say, amounts to virtual if not actual recognition.

If we have any regret that the United States Note has been presented at this juncture it is because of the inference which may be drawn in some quarters that America is more liberal in her attitude to China than are the other Treaty Powers. We do not think that facts warrant such a belief, for all the Powers having Treaty relations with China have again and again made it abundantly clear that they are willing to proceed with the question of revision. Indeed, so far as Britain is concerned she has been more positive than any other nation on the tariff issue, being the only Power openly to agree to the imposition of the Washington surtaxes. We also regret the latest development because it tends to separate the Powers, all of whom were represented at the special Tariff Conference called some time back to deal with this question on identical lines. A reconvening of that Conference would, we believe, be a more satisfactory method of handling the subject than would the process of separate negotiation with the various Powers. At least, it could pave the way to a complete overhaul of this all-important problem.

Safety First.

It is difficult to withhold a meed of sympathy from the culprit in Major Wilson's Court yesterday, who, invited to plead in answer to the charge, cautiously enquired whether there would be any difference in penalty according to his plea. Not only was he very human, and without something of a philosopher, but he appears to have thoroughly embraced the principles of "safety first," and, therefore, to be possessed of wisdom in advance of many of his presumed peers. Also apparently he is possessed of a conscience, though the Magistrate's attitude illustrated that the law is no more a respecter of consciences, which are so liable to become frayed in this enervating climate, than it is of persons. However, the incident did not attract our attention because of the existence of a conscience, but because we believe the time is coming rapidly when "Safety First" must be part of every man's creed, or even, as in this case, that of endeavouring to choose the lesser of two evils. Our Traffic Department has been very busy of late adding to the number of white lines across our streets, and we wonder whether the Police are doing their best to anticipate the trend of events. We certainly envisage with a feeling of awe, the life of the pedestrian when new public utility services obtain their full complement of motor-vehicles. Recent announcements speak of fifty or more 30-passenger omnibuses, forty Clyno taxi-cabs and a rival taxi-cab company with fifty Morris saloon cars at their disposal. It need not be pointed out that the traffic problem thus presented will require a little ingenuity at Police headquarters. We sincerely trust the white lines will not be depended upon for a solution. It will be little satisfaction if riding in an ambulance as passenger, to exclaim that one was within the straight and narrow limits. Mr. Ewart was talking recently of life-saving classes as applying to swimming, and we suggest some other public-spirited gentleman should come forward with all the enthusiasm required for the commencement of a "Safety First Club." It could concentrate at first on teaching the principles of the hop, skip and jump.

DAY BY DAY.

EVIL IS MERELY PRIVATIVE, NOT ABSOLUTE; IT IS LIKE COLD, WHICH IS THE PRIVATION OF HEAT.—Emerson.

The Empress of Canada left Shanghai at 10 a.m. to-day and is due here on Monday afternoon.

The Government Gazette devotes 26 pages to the Air Navigation Order and the International Air Convention.

The Water Authority has opened ten more streets fountains in the water restricted areas in Hongkong.

The silk forwarded from here by the Empress of Russia on July 4th arrived in New York (St. John's Park) on July 25th having been 21 days in transit.

His Excellency the Officer Administering the Government has approved the following:

About Hong Kong.

Do you know that—

The first Chinese barrister to be called to the English Bar was admitted at the Hongkong Supreme Court?

This was Mr. Ng Choy, as he was then known, but he later became a notability as Dr. Wu Ting-fang, father of Dr. C. C. Wu, until recently Foreign Minister of the Nanking Government. He was admitted on May 18th, 1877, having previously been an interpreter in the Hongkong Police Court.

In 1880, he was acting Police Magistrate and in the same year became a member of the Legislative Council. He subsequently joined the Chinese Government, and in 1897 the Chinese community of Hongkong gave him a big banquet on his appointment as Chinese Minister to the United States.

pointed Mr. T. W. Ainsworth to be District Officer in the Southern District of the New Territories.

Kowloon Island Lot 2130, situate at Mong Kok Tai, is to be sold by public auction at the P.W.D. Offices on August 13th. The area is about 6,200 square feet and the upset price \$10,850.

Passengers for Hongkong on the P. and O. s.s. Kalyan, due to arrive next week, include Surg.-Lt. R. W. Higgins, M.B., R.N., Mr. R. J. Sourbuis, Mr. S. R. Tickner, Lt.-Comdr. G. A. Worth.

The Chancellor of the Peruvian Consulate in Hongkong, Mr. S. Barrios, together with his family, will sail this afternoon for Barcelona, where he has been transferred by his Government.

Madam Li Chai-sun, accompanied by General Chan Chai-tong and other Canton officials, arrived by the s.s. Lung Shan last night and, it is understood, will proceed to Nanking to join her husband.

It is notified that on and after Tuesday, July 31, the supply of water to all wharves in Victoria will be turned off, and will remain cut off while the present restrictions on the Colony's water supply continue in force.

It is hereby notified that, at the expiration of three months, the Man Wing Steamship Company, Limited, and the Chinese Almanac Advertising Company, Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

EXCHANGE RATES.

	London, July 27.
Paris	124.05
Brussels	34.90
Amsterdam	12.07 1/2
Berlin	20.84
Copenhagen	18.20
Vienna	34.425
Helsingfors	1.193
Lisbon	2.9/10
Bucharest	47/10
Buenos Aires	47/10
New York	5.85 3/4
Genoa	25.23
Milan	25.23
Stockholm	16.15
Oslo	18.20
Prague	1.193
Madrid	20.525
Athens	3/7 1/2
Rio	5.29/32
Bombay	1/6.29/32
Shanghai	2/0 1/4
Hongkong	2/0 1/4
Yokohama	1/10 1/4
Silver (spot and forward)	27 1/4

—British Wireless.

LETTERS FROM HONGKONG.

15.—A Griffin Dines by Himself.

Even the most illustrious man—engaging thought!—if he came out here, was a "griffin" once. Nor is it, as I in my griffin-like way for some time imagined it to be, a local term. Sir W. R. Lawrence, in his book of reminiscences, describes how he, as a griffin in India, went for a drive round Bombay with the Indian friend of an Indian friend from University days, whom he was glad to meet on arrival in the strange land. Having covered a good deal of dusty distance and visited the sights, they happened on returning to pass a club where Europeans were playing tennis. Lawrence suggested very naturally that they should enter for rest and refreshment. But his friend smiled and shook his head.

"You may go in there," he said, "but I may not."

"But why is that?"

"Because I am an Indian."

This was one of his first shocks. It was not, he said, until a good deal later that he grew to understand the intensive distinction between races and castes. Live in Hongkong, though the distinction between races is not quite so obvious, and there are no castes, there are still plenty of pitfalls in readiness for the unwary griffin. Poor uncouth creature! One is moved to attempt a definition of this kind, as for instance:—One who goes about with his mouth open and a child-like wonder in his soul, murmuring in gentle amazement from time to time:—"No, really! Is that so?"—to the amusement and exaltation of those more fortunate people who, knowing all the ropes, are well prepared to take the place of Providence or any other power in this enlightened Colony. In fact, a gooper. How long he stays a gooper depends on circumstances, but if human beings have the same status as the ponies that are imported periodically into the stables of the Jockey Club, I understand he stays a griffin for a year. Perhaps the best way of placing him is to give a table of synonymous terms.

School New Boy
University Freshman
I.M.A. Woolwich Snooker
Navy Snotty
Army Wart
Civil Life Griffin

It is perhaps a pleasing thought, that although we have come to man's estate, we have not, all of us, given up childish ways. On the other hand, is it? Even man is not immune from the laws of evolution. Many of us, in various parts of the world, have a somewhat different outlook to what they had in, say, 1841. Is it possible that in Hongkong, mental evolution has passed by?

Let us put it in the words of one of our local men of science, to whom I was talking the other day.

"Energy," he said, "is given out in minute but definite amounts, called quanta. There is a beautiful physical experiment in which a radio-active substance is placed so that it can emit energy into a certain illuminated space commanded by a microscope. The transient rarefaction of a humid atmosphere in this space allows one to see, through the microscope, the paths of the so-called A and B particles as they are discharged by the radio-active substance, like tiny projectiles from a very vigorous battery. On reaching the end of their trajectory these particles fall, cold and spent, and they do not seem capable of emitting fresh energy of their own."

"I am inclined to compare a radio-active centre with a great metropolis, the centre of a commonwealth. London, for instance, London discharges from time to time fresh quanta of energy in the shape of young men, new ideas, quaint intangible hopes, the fruits of keen discussion. These, pursuing their appointed path, fall here and there on mother earth, and lie, how cold!—how spent? Some of those with the longest trajectory of all eventually reach Hongkong, to be received with a still, rather tired friendship mixed with a kindly derision, by a number of one-time energy-particles even more cold and spent than themselves. They find they are no longer energy-particles, but merely griffins, destined in due course to be absorbed into the mass, to become a mere unit in the collection, to smile kind-heartedly and without malice (or indeed any other very definite feeling) at the efforts of other newly arrived particles."

"The question naturally occurs to one:—Is there any chance of a distant collection of particles-like Hongkong ever becoming itself radio-active, of producing energy-ideas of its own? There is no need to be unduly pessimistic about a place, but it seems that it will take something more than the arrival of a fresh batch of energy particles to stimulate the mass into radio-activity of its own."

It may be that my friend has indulged his scientific fancy a little too freely at the expense of Hongkong. After all, we have to live. Most people come to Hongkong purely with the idea of making enough money to exist comfortably, sometimes here, but generally somewhere else. Their philosophy is confined to a consideration of the expedients necessary to making the acquisition of wealth by the majority as comfortable and smooth a process as possible. Naturally, no-one likes to see a man starve, and if we can avoid having people starve in Hongkong without unduly dislocating trade, the necessary steps will almost certainly be taken, in due course. But as for bothering our heads about the abstract subjects, our newest griffin was discussing before he left London, or even in the Union debates at his University, why the thing is obviously absurd, a waste of time, and of no practical importance. Here we are face to face with Life, and the sooner the griffin realises it the better.

Nevertheless the inclinations of man, however abstract, have always had a peculiar knack of running away with him. There may yet come a time when our scientific friend's vision of a radio-active Colony in full blast may prove an accomplished fact. But in the meantime, though the picture of the griffin entertained by the spent particles of his community may have something of a jaded look, there is no reason at all why the griffin himself should not be allowed to enjoy his own adventures.

There came a day when I dined by myself at the Club. It was not the first time that I had dined at the Club, but it was the first time that I had encountered Green Corn. Putting on a bold front, I entered the vast building, handed over my hat to the marvellous man in the cloakroom who takes no tickets but seems to remember griffin as well as tailpans, and ascended the long series of complicated stairways to the book-lined gallery and the pleasant dining room, where I humbly accepted a table which did not look out over the harbour.

Then, having flicked all the fly-ants off my person, I studied the menu, and there it was, "Green Corn (H.K.G.)." It was chiefly the initials at the end that I fell for; of course I must try any speciality. I ordered it as a vegetable, with my meat, and induce course it came, a long thing with knobs on and white sauce in a vegetable dish. I took a spoon to cut off a seemingly portion, and suffered my first defeat. The spoon made no impression whatever. Carefully concealing my disappointment, I waved it away. But my Chinese waiter was not to be put off. Calling for a knife, he retired into a dark corner, and presently returned with the thing cut in half. I could now help myself, but I was no better off.

Having got it onto my plate amongst the meat, gravy, and potatoes, I found that my knife and fork were no more efficacious than the spoon had been. Throughout the course I made furious digs at it, feeling that the last thing I could do was to accuse the H.K.G. of not having cooked it properly. In the end, I had to resign, just too early. For at the opposite table a gentleman, not a griffin, proceeded all unconsciously to show me the proper method. He took the whole of the proffered vegetable on to a plate by itself, and then lifted it in his hands and proceeded to nibble it all down one side. A slight turn of the fingers, and the process was repeated down another line of grains. After about four runs, the thing was demolished. So simple, and yet so hard, for the unguided griffin!

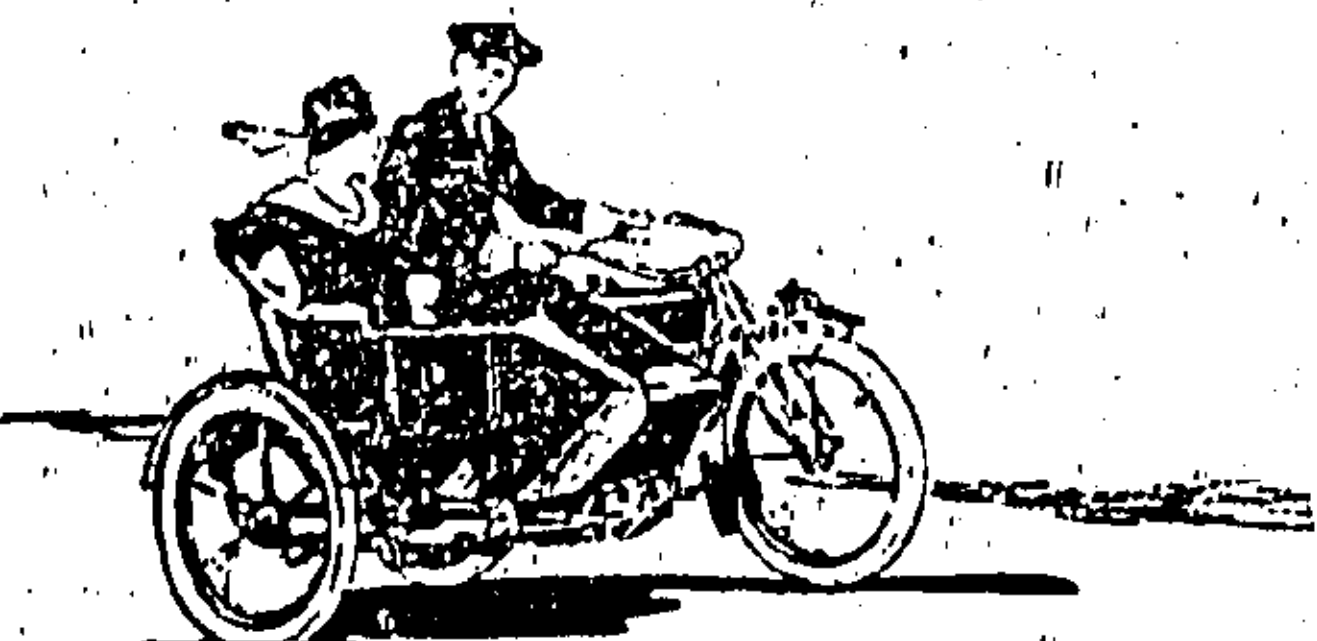
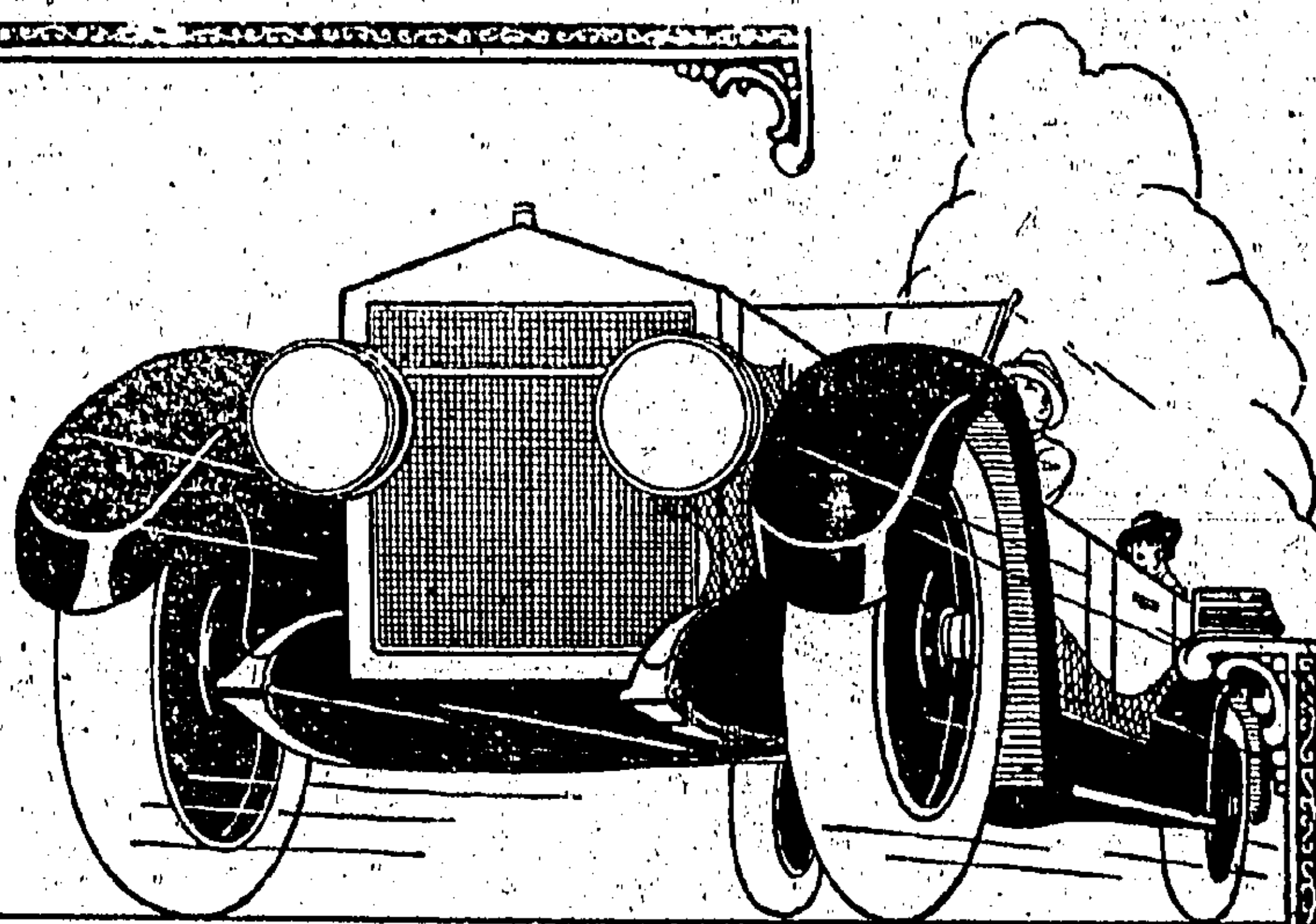
The late Rear-Admiral Henry George Glas Sandeman, C.M.G., who was from 1916-18 Commodore and senior naval officer at Hongkong, and who died on May 16, aged 59, left estate of the gross value of £20,154, with net personalty £20,065.

Stanton Ironworks Company Limited, near Nottingham, have secured the contract for more than 60,000 tons of cast iron segments for Mersey tunnel.

Dell 1 (1), Dutch East Indies 1, Saiten 3 (3).

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY 28th JULY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Garden Road Control.

We note with pleasure that a new device for controlling traffic has been put into use at the junction of Garden and Queen's Roads. There is a "Go" and "Stop" sign which, if it is found to be satisfactory, will do away with the present scattered light signals. The old lights were erected seven or eight years ago and although they have doubtless served a useful purpose they have lately been found to be unsatisfactory. The intention in setting up the new control sign is only to control traffic turning up Garden Road from the west and traffic turning east out of Garden Road. The new signal will do away with the hand signalling by day and will be illuminated at night. Traffic coming down Garden Road and turning westward to the City Hall may continue on its way even though the "Stop" sign is against them (the signal in such cases will only stop traffic that intends crossing the road and turning eastwards). The same rule of no interference will apply to traffic entering Garden Road from the east. The whole idea is to control traffic safely without unnecessarily stopping traffic as at present. It is a valuable experiment and one which we hope all concerned will find satisfactorily workable.

Unnecessary Stopping.

In connexion with the above scheme, it must again be emphasised that there are several places in the Colony where cars stop without any real necessity, just because a red light is showing their way. Such a place is at the junction of Stubbs Road and Morrison Gap. All cars travelling from the direction of the Naval Hospital to Happy Valley can carry on without stopping, the red light being intended to apply only to eastbound cars which are turning up into Stubbs Road. Yet there are many drivers keeping to the straight who pull up. Vehicles going into town from Stubbs Road have, similarly, no need to pay attention to the traffic light, for they are keeping in close to their left the whole way. At the University corner, at the junction of Pokfulam and Bonham Roads, the Bonham Road traffic travelling west has clearly an uninterrupted right of way, and no stopping is necessary. The same thing applies to traffic travelling straight up Garden Road and passing the signal box opposite the Volunteer Headquarters. At present quite a number of unnecessary stops are made. In Kowloon, there is the Nathan Road and Salisbury Road junction at which cars or buses going from Salisbury Road into Nathan Road need not pull up, but often do so. Drivers of vehicles ought to use a little more thought in the matter, though we admit that some of the traffic lights often show red when it is not at all necessary. Perhaps a set of simple rules could be drawn up in English and Chinese and distributed among local drivers. It is obvious that many need educating in this matter.

About Roads.

Queen's Road East, near the Dockyard, is getting very bumpy in places, this wear being doubtless caused by overloaded trucks. It is remarkable that such heavy loads can be carried on some of these vehicles, and in the summer time especially these trucks cause great damage to the roads, not so much because of the actual weight of the load as by reason of the narrow tread of the wheels. We think the time has come when consideration should be given to this matter, as has been done at Home. Pneumatic-tired vehicles should

be encouraged as much as possible, for even with heavy loads they do but a tithe of the damage inflicted by others.

Drivers' Signals.

Our attention has been called to the lack of uniformity in the signals given by local drivers. We remember that sometime ago the Traffic Department issued a list of such signals but undoubtedly much confusion arises at present because of the variety of signs one sees given to indicate the same thing. There are standardised and recognised signals to be given when a driver is going to pull up, to turn right-handed, or to wave a passing car on, and it is the duty of every driver to familiarise himself with them. They are given elsewhere in this issue.

Stopping on Corners.

When drivers are forced to pull up, either owing to a puncture or to some mechanical trouble, many of them seem to think that they can pull up just where they are at the moment, irrespective of whether they happen to be on a dangerous bend or not. The other day, on the Stubbs Road, a car had pulled up with a puncture, and another driver, full of solicitude for the stranded one, had pulled up on the opposite side of the road, with the result that collisions were narrowly missed. It doesn't hurt to run a deflated tyre slowly for a few yards until the car is on a straight stretch where the line of vision is a long one, and all drivers should aim to pull up, when forced to do so, in a place of absolute safety. The frequency with which one meets stationary cars on corners is an indication that this point is not recognised as well as it might be.

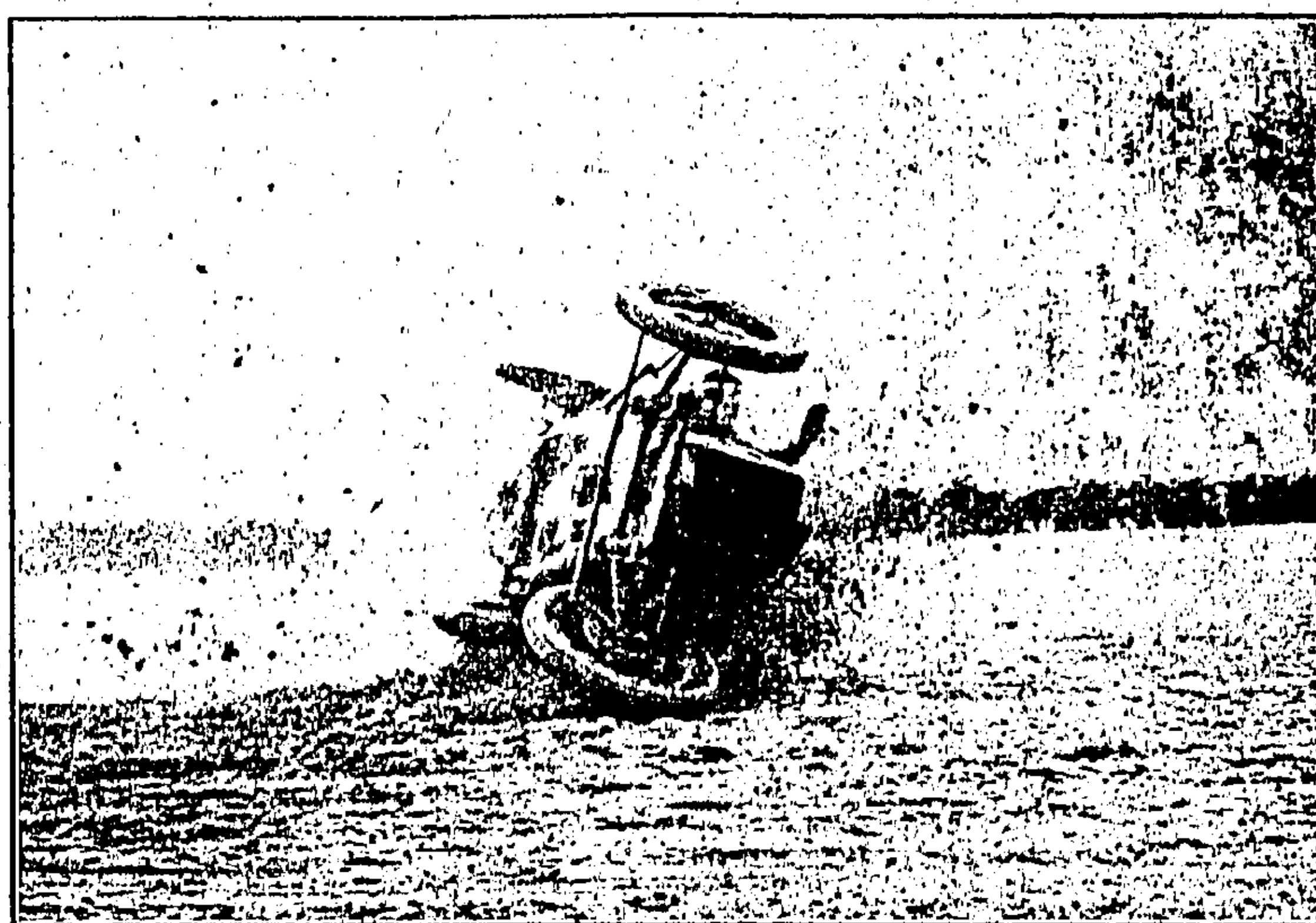
Parking at City Hall.

We are glad to say that there has been a little improvement during the past week as regards the Pedder Street stand, and that fewer private cars have been left there for long periods of the day. The City Hall parking space is being used to an even greater extent, and it would be of great assistance to all if drivers would park their cars in proper lines and not "all over the shop" as some of them do at present. The supervision of the A. A. Patrols is being more and more appreciated, and there would be ample room for all cars if they were parked carefully in lines.

At Repulse Bay.

Adverting to the question of parking on the lower road at Repulse Bay, there is still considerable obstruction caused by cars parking alongside the road instead of on the spaces provided. We are asked to point out that even when the spaces are far from full, lines of cars can be seen on the road, and that this is an obstruction regarding which the police would have every justification for taking action. We understand that a traffic policeman is to be on duty there in future in order to see that people park in a reasonable way, and that although no action has been taken hitherto there is likely to be some unless car owners and drivers get their vehicles off the road. The present habit of leaving a car out on the road as near as possible to an owner's shed, rather than take it a few yards along the road to the nearest parking place, is a lazy one that ought to be stopped. The speeding evil, to which we recently referred, has lessened considerably, but there is much room for improvement in this matter of parking. And for ourselves, we hope that the police will take action if it is needed to educate motorists up to a sense of reasonable co-operation.

REMARKABLE PHOTOGRAPH OF A DEATH SOMERSAULT.



The above photograph is of the fatal racing-car crash which took place recently at South-post in which Miss May Cunliffe was badly injured and her father was killed. The picture was taken while the car was overturning; a unique photographic feat—and shows Miss Cunliffe's head projecting from the car as it rolled over in a cloud of flying sand.

WOMEN MOTORISTS' TRIUMPH.

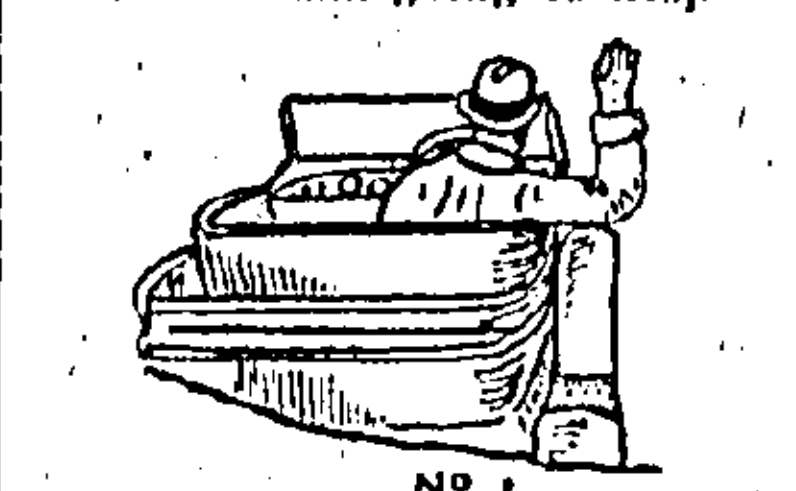
Fastest Race at Brooklands.

The first evening race meeting of the Brooklands Automobile Racing Club, which was held recently, was a great success, and the fastest race of the evening was run by the women. Just before the race, an unfortunate accident occurred. Miss M. M. Bond, who was driving in practice, apparently hit a bump in the track and came hurtling down the banking. Her car turned over twice, but she was thrown clear and sustained only slight injuries. Captain Malcolm Campbell had been instructing Miss Bond in driving during the morning, and he told a Press representative that he was most surprised to find that her car had left the track. The most exciting race of the evening was the third, which was the two-lap women's handicap. The winner was Miss M. J. Macdonell, who was accompanied by her brother, in a Sunbeam. The heroine of the evening, however, was Mrs. W. B. Scott, who took her Sunbeam round the track as if she had been racing at Brooklands for years. She attained a speed of over 120 miles an hour at one point and though, owing to her handicap, she was unable to catch the first three, she lapped at about 112 miles an hour. Curiously enough, the first three in the women's race had had no experience of motor-racing before. Miss Macdonell told me that she had had no previous experience on a race track, though she had had several "brushes" with the police on the road. A machine gun, hot from steady firing, will often stick and jam. And an automobile engine, hot from heavy pulling, will also tend to tighten up and run less freely. Explosions in the gun propel the bullets, while explosions in the engine, through the medium of pistons, shaft and gears, propel the car. Both gun and engine utilize the force of rapidly burning fuel, and at the same time generate heat which must be dissipated if gun and engine are to keep on working smoothly. Cooling systems on modern cars are not only designed for average use, but with an extra margin of safety to take care of unusual conditions. Thus the better cars will climb mountain grades, cross sun-scoured deserts and pull through muddy detours without causing the engine to heat excessively. Older cars, however, or those less carefully designed, may puff, steam, and boil when the pulling is heavy or the fan belt slips.

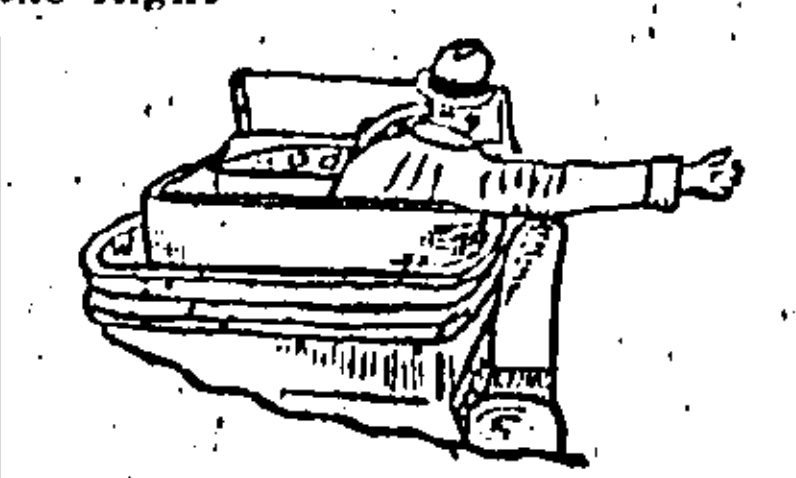
DRIVERS' SIGNALS.

How They Should be Made.

As there is a great lack of uniformity in this Colony regarding the way in which motor car drivers signal their intentions to others, we reproduce here, by courtesy of the Traffic Department, the following:—



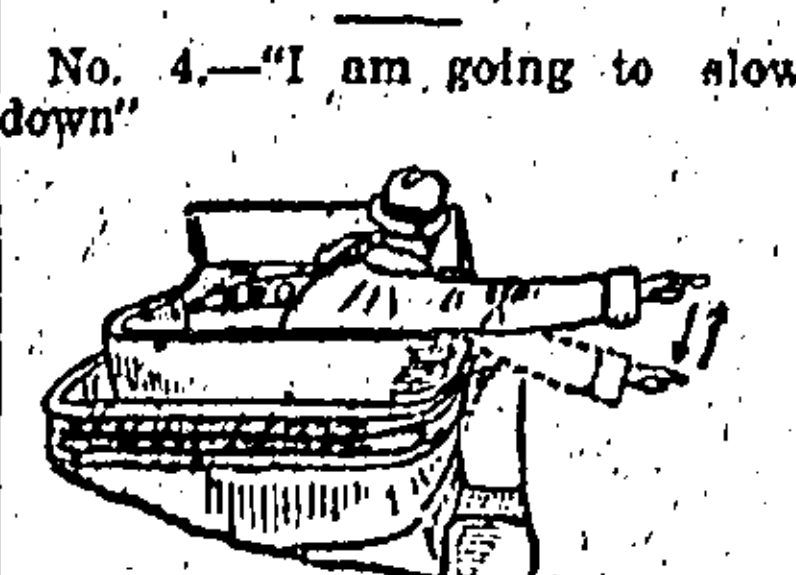
No. 1.—"I am going to Stop"



No. 2.—"I am going to turn to the Right"



No. 3.—"I am going to turn to the Left"



No. 4.—"I am going to slow down"

"EXCUSE MY DUST"

The Cheek of the Baby Car.

It is a curious fact that comparatively few motorists can remain totally unmoved and inactive while the car they are driving is being overtaken by another. It may very well happen that a driver is in no particular hurry, and is out on the road chiefly to enjoy the fresh air. Yet when a warning horn note is heard behind and a car shows signs of passing or actually goes by, it is fairly certain that the overtaken driver will press down his foot further on the accelerator, and try to demonstrate that he, too, does not always keep strictly to twenty. Without in any sense involving a race upon the public roads, this competitive spirit is noticeable among owners of all types and even ages. If the overtaken vehicle be of the sports or hot-stuff variety, caught in a moment of inattention on the part of the man at the wheel, it is a thousand to one that the temptation to speed up for a mile or two will be too great to be resisted. Particularly amusing are the instances in which a saloon of the 30 h.p. class is passed by an Austin Seven or other miniature car. Should this take place on an up grade—as happens not infrequently—in these days of the efficient small cars—the expression on the faces of the driver of the big car and its passengers is usually a study in astonishment and incredulity.

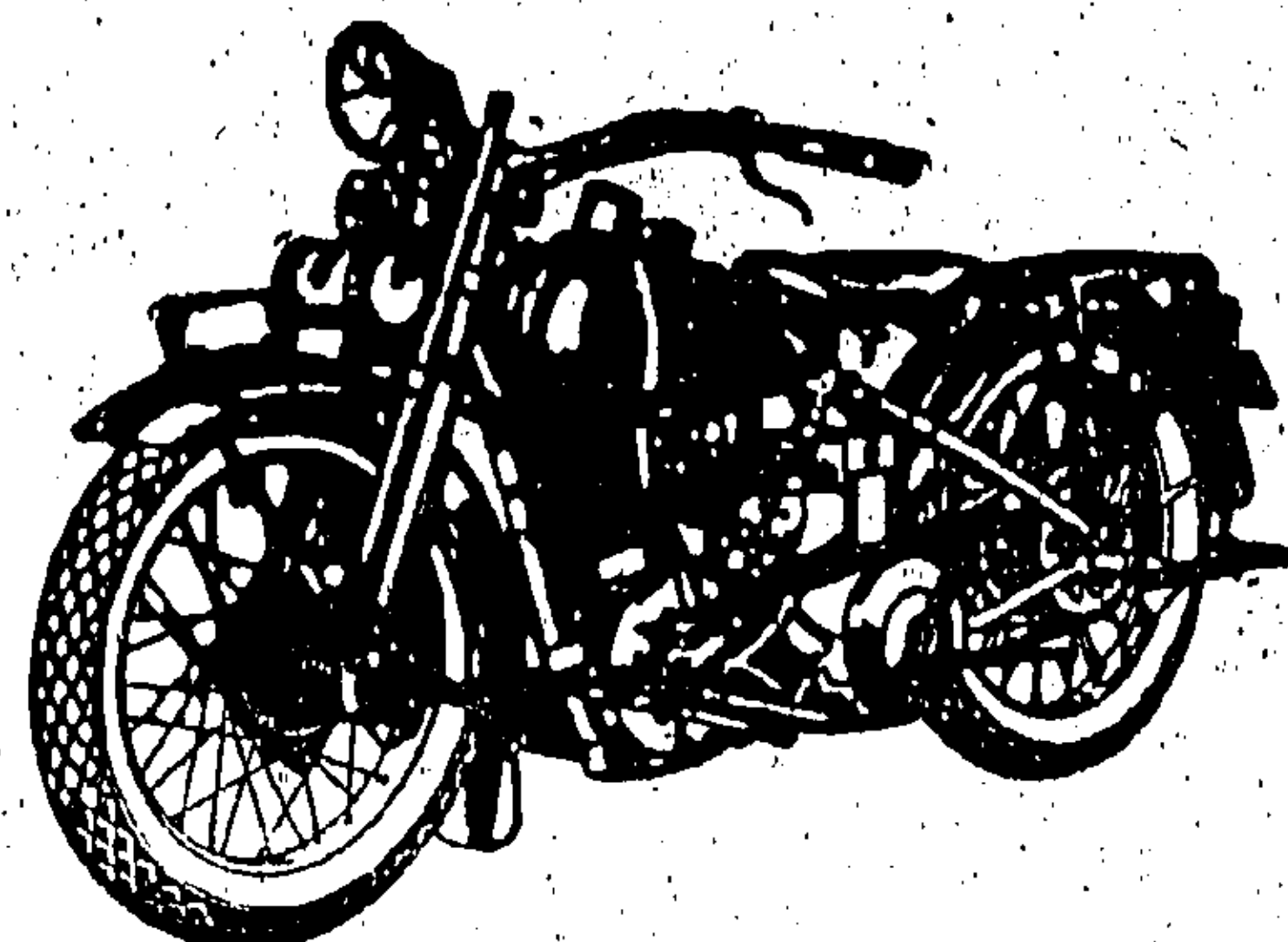
DIRT TRACK RACING.

Dirt track racing on motor cycles, a sport which has been popular for years in Australia and the United States, is now a working proposition in England, and according to *The Motor Cycle*, is rapidly capturing the imagination of the British public. Tracks have been constructed in all parts of London and the provinces, and about thirty first-class Australian riders are in England to demonstrate exactly how things should be done. The thrills of the new sport are probably unequalled in any other form of motor cycle racing.

but with the palm, turned downwards and move the arm slowly up and down.

No. 5.—"Come past me on the Right"

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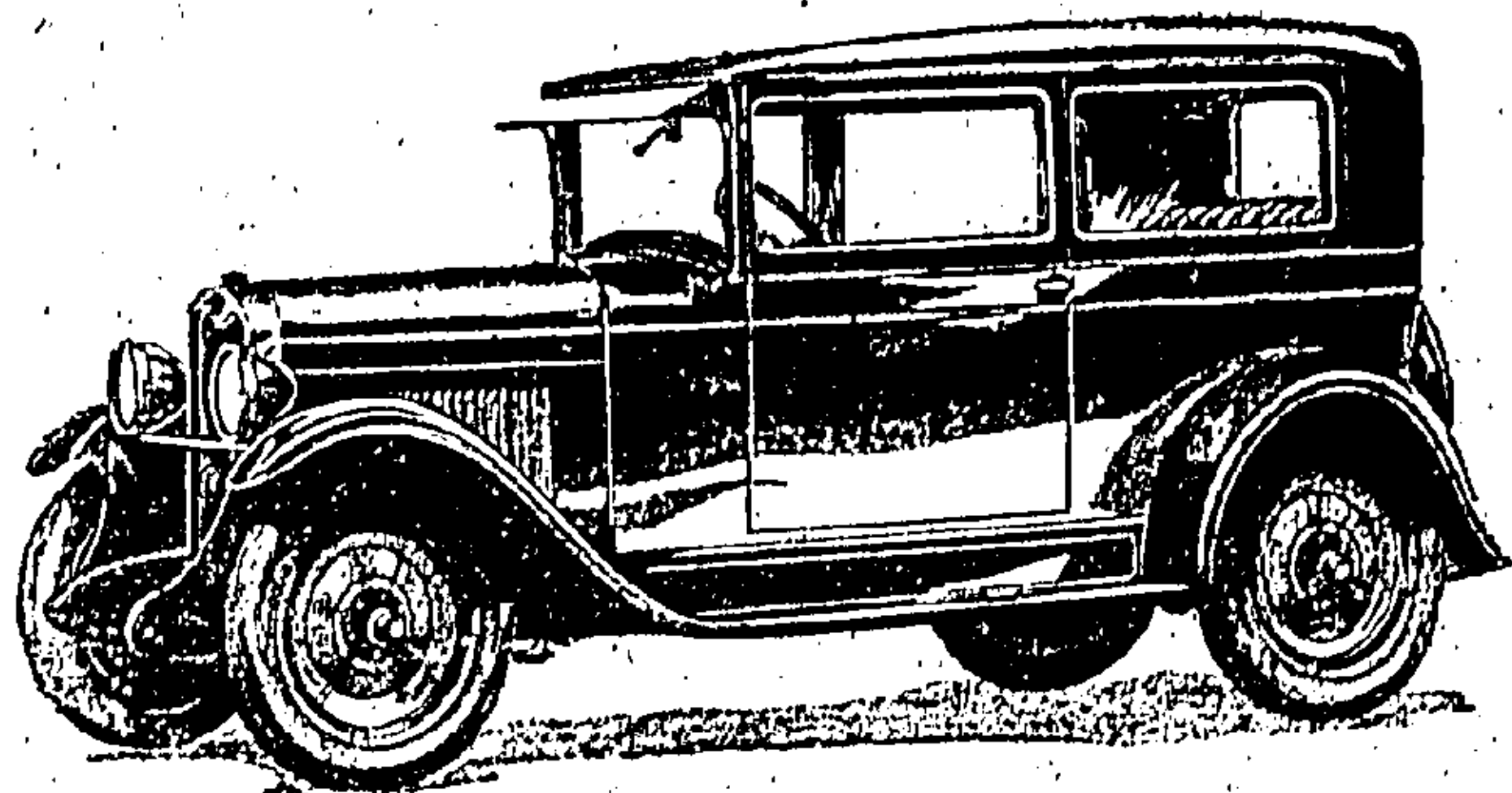
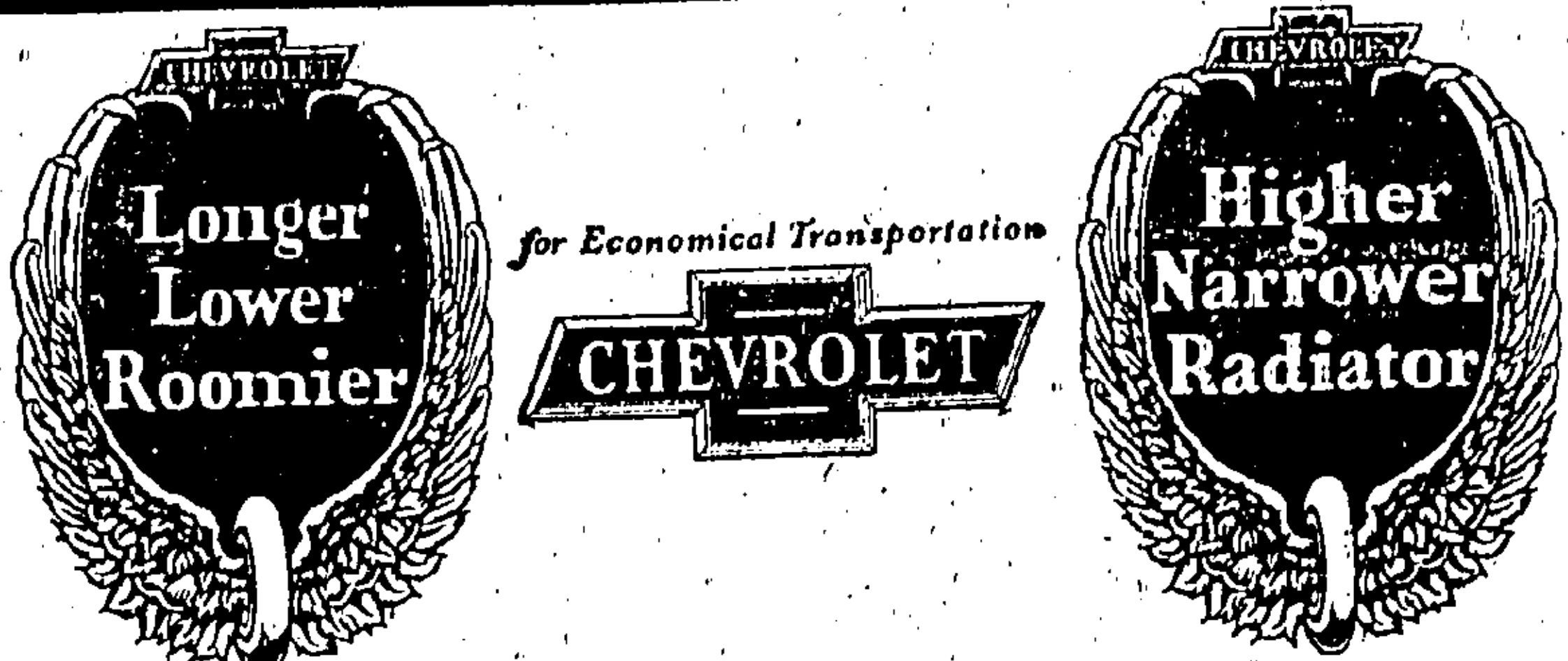
the extra comfort and value which results from Buick's extra wheelbase lengths.

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					WEIGHT	FACT	NETT	DELIVERY	HONGKONG
CHASSIS 1 TON	1765 lb.	G\$375	G\$21	G\$184	G\$ 580				
ROADSTER 2 Passenger	2100	485	56	219	770				
TOURER 5 Passenger	2160	485	56	219	770				
COACH 5 Passenger	2430	585	45	270	900				
COUPE 2 Passenger	2305	595	45	270	910				
CABRIOLET 4 Passenger	2340	665	45	270	930				
SEDAN 5 Passenger	2505	675	45	270	990				
LANDAU 5 Passenger	2475	715	45	270	1020				

* Hongkong Price includes spare rim, Tyre & Tube, Right Hand Drive.
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Chassis 1 Ton	2130 lbs.	G\$495	G\$40	G\$185	G\$ 720			
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* Hongkong Price includes spare rim, Tyre and Tube and 4 fenders.

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WHAT OF THE FUTURE?

Possibilities of Car Development.

When you come to think of it the future is the only really interesting thing in life. History, which deals with things that human beings have done in the past, and the exact sciences, which analyse what they are doing at the present time, are only of importance because they enable some prediction of the future to be made with fair accuracy.

In their wilder and more romantic dreams people have often imagined themselves as furnished with the gift of seeing ahead. But it is pleasant to think that we shall never have it in reality. It would certainly enable us to make any sort of fortune we wanted upon the Stock Exchange, but as the same faculty would also mercilessly show us that we were going to be run over by a motor bus on Tuesday fortnight, it would not be quite so beneficial as it might at first sight seem.

In mechanical affairs, however, the ability to see some little distance ahead is not only much easier, but it is at least essential that some people should have it. The designer of a motor car, for example, must ever have an eye to the future. It is no good his sitting down to work in 1928 upon a vehicle intended to meet 1928 conditions. These last, so far as he is concerned, are already past and done with. What he has to consider are the conditions of 1931, by which time the product of his brain will have assumed material shape, and, if it is lucky, may also have got through its stages of initial testing.

I am not by any means in love with the American car as such, but I am fully persuaded that much of its worldwide success has been due to the fact that those answerable for it have deliberately adopted the policy of looking as far ahead as is humanly possible. "Clairvoyance" in car design—if one may use the expression—is no monopoly of the folks upon only one side of the Atlantic. The point is that, on either side, it is utterly useless unless it is acted upon; and made the basis of a constructive programme.

Not being a designer of motor cars—much as I should like to be—I am in no position to indicate what the automobile of the near future will be, but as an ordinary motorist who tries to keep his own eyes open, and who incidentally enjoys the benefit of the views of many other motorists, I am able to form some idea of the sort of car that the motorist of the near future is going to want. It is, in fact, what some of the more progressive already want to-day. The only reason they do not ask for it in specific terms is because they do not know that it could exist.

I propose to confine my little "prophecies" to those things which are already fairly accomplished, though, as far as I know, they are not to be found either in whole or in part in any standard motor car.

(1). An absolutely vibrationless engine. The term "absolute" is here used in its colloquial sense. That is to say, there would be a certain amount of vibration, due to unavoidable slight errors in workmanship and material, but it would be too small to be detected by the human senses. We have all heard—and read—of "vibrationless" engines, but we know perfectly well that there is no such thing. But there both could be, and will be. Two straight "sixes" driving twin crankshafts geared together and rotating in opposite directions would be so smooth that you could not tell whether the motor was running even when the clutch was let in.

(2). Steam cooling. The days of ordinary water-cooling are visibly numbered. Steam cooling means, first of all, an important reduction of weight. It also means the maintenance of a much higher standard of efficiency. "Boiling" is only objectionable because it implies wastage of water, which is subsequently followed by over-heating, that is local overheating. It has already been abundantly demonstrated that engines can be designed to run at a much higher than boiling temperature, and that they give definitely better results than their water-cooled rivals. It is only the prejudice against any new thing that keeps steam cooling from receiving world wide adoption.

(3). Automatic gear-changing. Some authorities say that the gear box has got to go altogether. The vogue of six, eight and twelve cylinder engines points in that direction. But what is the matter with the gear box? It is cheaper than adding to the number of cylinders, and in many ways it is a great deal better. But it involves skill in control if full advantage is to be taken of it. This skill can be entirely eliminated, and gear changing made as simple as sounding the electric horn. The thing can be done, indeed has been done, by mechanical, hydraulic, and electric methods. How much longer are we to wait for it to become standard practice?

(4). The engine at the back. I will not here enter into an argument as to why the power plant of a motor car should be at the back thereof. Suffice to say that the

WATERPROOF STUDEBAKER.

Adoption of a New Device.

Adoption of a new device which makes the famous Studebaker Commander motor completely waterproof is one of the latest automotive improvements developed by Studebaker's engineering staff.

Every motorist who has had his engine die during a severe rain storm or after having driven through a stream will appreciate the value of this new development. It consists of a rubber hood over the distributor head, which not only protects the distributor but completely covers the ignition cables leading to the spark plugs. The entire wiring system on the Commander is now thoroughly protected against moisture. The spark plugs have rubber caps, and the spark plug cables are protected by a metal conduit on the cylinder head. All other wiring is enclosed in metal conduits or protected by rubber sheathing.

In some sections of the country such elaborate protection is hardly necessary. But Studebaker cars are in service in the most remote countries in the world, and in many places they must continue to give unflinching service in spite of flooded roads and torrential rains.

ECONOMICAL HOTEL ACCOMMODATION.

For the motorist who wishes to tour in England and Wales inexpensively and to obtain satisfactory alternative accommodation, at a time when many hotels are fully taxed and prices are maximum, a new booklet issued by The Automobile Association should be most helpful. It contains a list of nearly eight hundred small hotels, boarding and farm houses, restaurants, and cafes, which offer accommodation at moderate prices. All these places have been inspected by the A.A. and they are supplementary to the extensive list of fully appointed hotels included in the Handbook issued annually to members. The booklet is also useful in regard to large towns and seaside and health resorts, as it includes the names of additional hotels which provide suitable accommodation during the touring season. Where possible prices have been quoted for each meal; in pension terms are stated, and the number of rooms is given. Copies may be had by A.A. members upon application to any of the A.A. Offices.

only reason why it has so long been under a bonnet in front is because, about 1902, engines were so unreliable and called for so much attention that they had to be given the most accessible place on the chassis. With the engine at the rear the car of the future will be more commodious, comfortable, more quiet, and more roadworthy.

(5). A real differential. The contrivance that does duty as a differential and has done so for many years, is a crude and barbarous affair. Also it does not differentiate at all. It does not prevent skidding—it definitely encourages it. If one back wheel is on slippery ground and another on the solid, it is the latter that gets all the driving effort, whilst the former gets none. This is ridiculous. We only suffer the conventional "dip" because we have got so horribly used to it.

(6). Independent springing of all wheels. Well, if not all, at least of the front wheels. A girder front axle tying the road wheels together, so that any shock applied to one is felt by the other, is a hopeless anachronism. It is standard practice only because those designers who know it is wrong dare not get away from it just as, at one time, they dare not fit self-starters, and front wheel brakes and balloon tyres, and all sorts of other progressive and desirable things. I could expand this list of essentials until it was four times as long, but there is, I hope, enough of it to suggest the right idea. The motorist of the future wants a better car, and he can only have it by virtue of radical changes in design. There are very strict limits to the improvements that can be made by attention to detail, and it is upon this scheme that our car designers have been concentrating their attention too long. Every new model that is introduced has the faults of its predecessors tied to it like the tin can to the dog's tail. If automobile engineers could be rid—for a few months—of the influence of commercial necessity, or even if they could be driven to desperation by economic pressure, they would have no option but to sit down and tackle the great problem from a new angle and without the least reference to what purported to be previous solutions.

I feel it in my bones—and not altogether in ignorance of the huge volume of experimental work that is now going forward—that we are on the brink of great developments. But you, patient reader, need not worry about your next car or two. It will be still a few years before they burst upon us!

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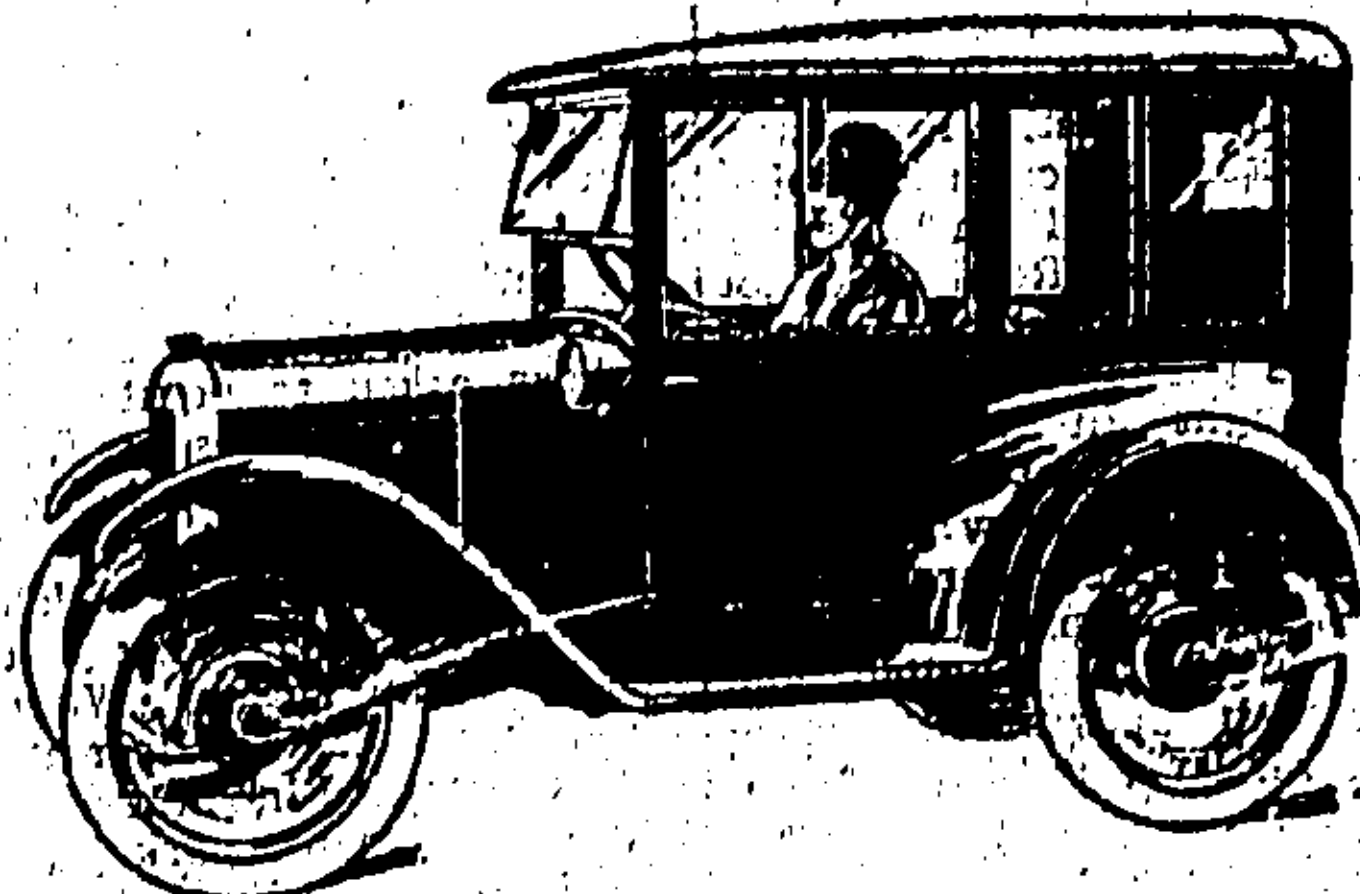
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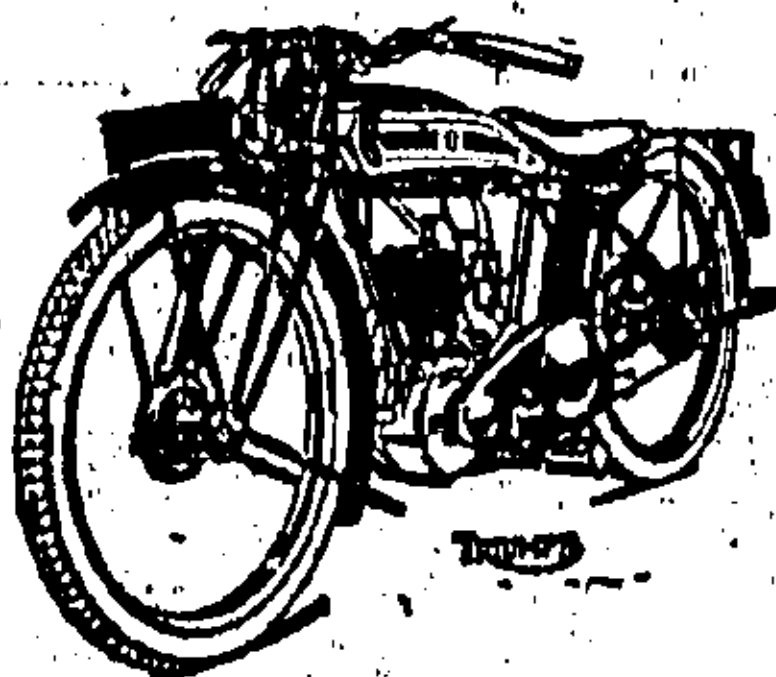
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WHEN THE FIRE WORKS STARTED IN ROCKET CAR TESTS.



This striking photo shows the speed trials at Berlin of the rocket propelled automobile designed and driven by Fritz von Opel. Emitting a trail of smoke and flame from the tubes in which the rockets were mounted, the car attained a speed of 62.1 miles an hour within two seconds of the start, finally reaching 125 miles before the rockets were exhausted. The downward sloping wings on each side of the machine were designed to prevent it from actually flying. Von Opel, however, expects to employ the device on a real airplane and believes a speed of 625 miles an hour can be attained.

"LURE OF SPEED."

Major Segrave's Bright Book.

The name of Segrave is known to motorists throughout the world as that of the world's most famous race driver and the first man to achieve a speed of 200 m.p.h. on land. Amongst the experts of all nations Major H. O. D. Segrave is generally acknowledged to be one of the finest drivers the world has produced. No man has had greater or more successful experience of racing in the post-war period, and no one is better qualified to write about racing and speed from the driver's point of view. Motorists will be interested to learn that the famous driver has written of his wide and varied experiences in a book entitled, "The Lure of Speed," which is full of sound reasoning and careful thought. Major Segrave attributes much of the credit for our modern speed achievements to the pioneer efforts of the early cyclists. He writes:—"In particular, the early cyclist deserves the gratitude of those of us who live in an era of high speed, and find it pleasant to do so. Had it not been for his strenuous demands for something faster than the iron tyre, and then for something better than the solid rubber tread, we might have had to wait a long time for Mr. Dunlop's revolutionary invention. It has in all probability made a bigger difference to the lives of the inhabitants of the earth than any other invention, with the possible exception of the compass, the steam engine, and the electric telegraph."

Pioneering Days.

Major Segrave has a very high opinion of the performances achieved by the old school of race drivers in the early years of the century:—"Compared with what they did in those early days, the exploits of the post-war racing car drivers seem puny indeed." He states that in his opinion Gabriel's performance in the ill-fated Paris-Madrid race of 1903 "will rank as one of the greatest that has ever been done on road or track with a racing car." Further on he points out that racing and the racing car today are very different from what they were in the early days. "Racing to-day is altogether a different problem. Whereas in the old days the strain was 90 per cent. a physical one, to-day it is 90 per cent. a nervous one. Although the cars necessitate less physical effort, they are a great deal more dangerous, in my opinion, than their prototypes, because, owing to their extreme lightness, and to the very high speeds which they are capable of attaining, it has become necessary for the driver's entire faculties to be kept constantly alert."

In a chapter entitled, "Why Firms Race" Major Segrave reviews the technical advances that have been made through this medium, and discusses the immediate advantages to the concerns taking part in races. He writes:—"In my opinion those manufacturers who have persistently held to a racing policy have placed most of their rivals under a very deep debt of gratitude, for it is they who have blazed the trail which others have been able to follow." He attributes the present state of development to such features as the "straight-eight" engine, the easily changed spare wheel, the modern economical and powerful small engine, weight reduction, the aluminium alloy piston, heat-resisting valves, the supercharger, front wheel brakes, and steadiness on the road to racing experience.

FOR DRIVERS.

Some Useful Hints.

If there is anything in the rule that practice makes perfect, then there is a simple enough explanation for the imperfect driving by a great many people. What with the garage man, putting the car away for us at night and no parking signs urging us to follow the straight and narrow path of the traffic procession, it isn't any wonder that, in a pinch, driving skill is tried and found wanting.

It pays to keep in trim even if there appears to be no immediate need for indulging in some fine steering or neat manoeuvring. An excellent exercise is to drop a cigarette box on the street and try to crash it by running over it with a particular front wheel. Where hoods are long and seats low it isn't any simple matter to do this.

Another good exercise is to scatter a number of empty cigarette boxes around on some dead end of a quiet street and try to drive through them without crushing a single one of them. In some cities contests have been held with difficult courses marked out with tins.

Signals Important.

Have you ever had occasion to make a sudden stop, only to discover that when you want to signal the man behind the window glass is up and you can't get your hand out in time to be effective? Signal lights are so commonplace that often they fail to attract attention, and to be on the safe side, the conscientious driver tries to remember to signal with his hand and arm. Caught with the window closed, what's wrong with swinging open the door? That can be accomplished in an instant and it is effective. As a matter of fact, it probably would attract more attention from some drivers than the sight of an outstretched arm.

These engine temperature indicators on the instrument board are interesting devices, but not very many drivers take advantage of the opportunity to regulate engine temperature by them. If the indicator is considerably below the normal running temperature, for instance, why not run a while with the spark retarded? Or, if the engine appears to be running too hot and there are no other complications, such as a slipping fan belt, insufficient water or too little oil in the crankcase, why not coast as much as possible? A retarded spark heats up an engine. When a car is standing still, idling will raise engine temperature; but when there is a strong draft of air through the radiator, coasting with the engine idling tends to lower the temperature.

A Friend's Advice.

Letting a friend drive the car is a good way to check up on some of the things that may be troubling you. A stranger at the wheel sees things from a different angle and can often offer valuable suggestions.

Future Hopes.

Major Segrave has no very sanguine hopes for the future of the racing car, and gives as his reasons the fact that "owing to the near state of perfection which the automobile has reached at the present day, the need for carrying out experiments along unorthodox lines has diminished. Therefore, the need for constructing speciality racing cars will automatically diminish also. Thus, I think that, although there will, of course, always be motor racing, the type of car that our firms will race will gradually evolve itself into a 'boosted' or 'hotter up' edition of its touring brother."

THE CLOSED CAR.

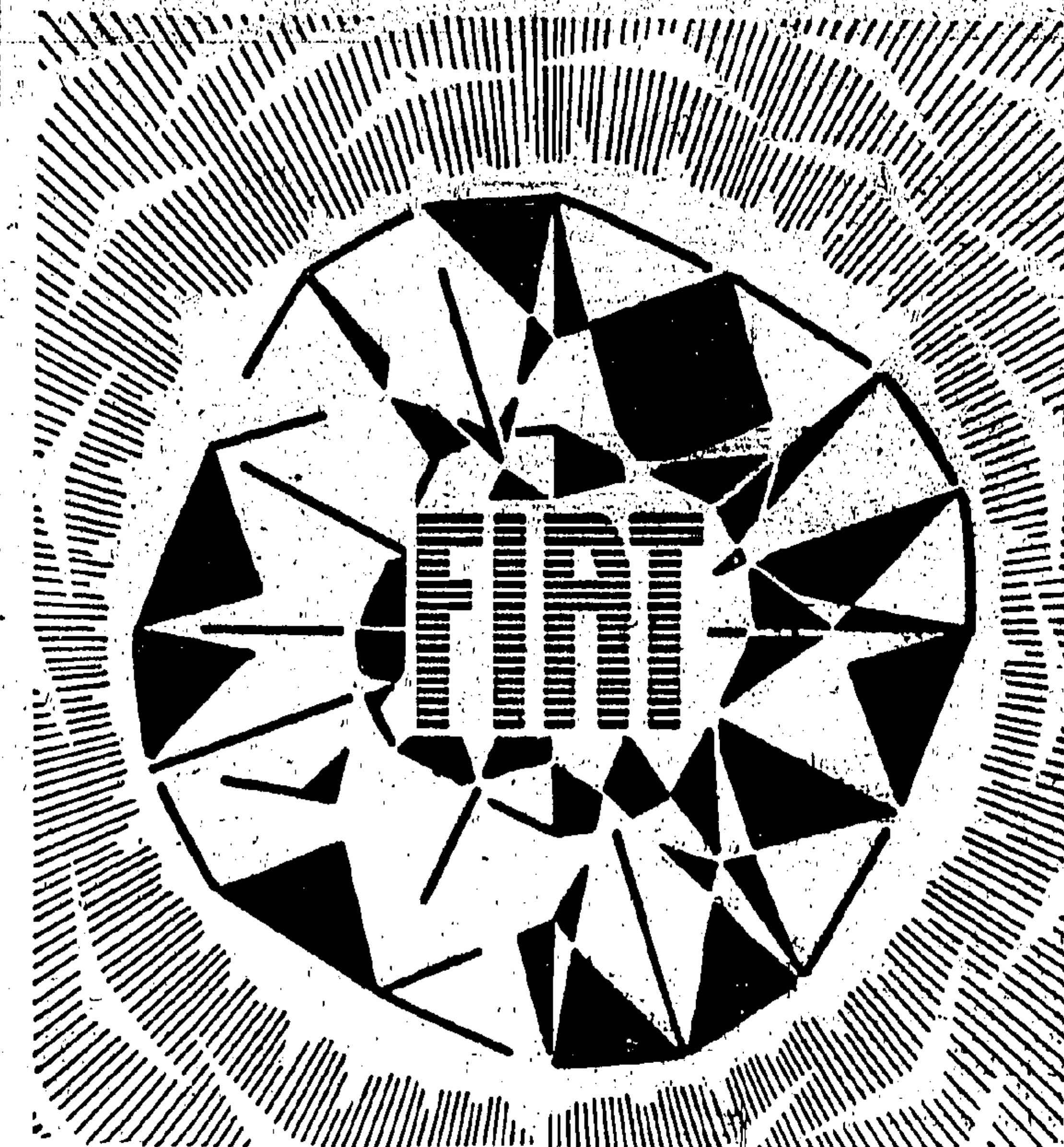
Popularity Steadily Increasing.

That the open car is slowly but surely waning in popularity has been true for so long as to become merely a wearisome platitude. In face of the supply of cheap and excellent saloons it is gradually being relegated to a secondary position in the standard range of almost every class of car, the cheapest as well as the most expensive. Designed as an open body that could be made to close up after a fashion, it has been given a long and fair trial in the hands of the motoring public, and it has been found wanting. In their time all-weather equipment, i.e., rigid side-screens that open with the doors, have proved a veritable boon. When they first became universal, in 1923, they wrought a transformation in motoring for those who, whether for preference or porridge, did their travelling in open cars. But, with very few exceptions, the best of such equipments are draughty. The side-screens rattle if they are thoroughly rigid, and flap or gape open if they are not. Visibility when the car is shut up is poor, partly because the framing of the screen necessarily occupies a lot of what should be window space, partly owing to the fact that the material is difficult to clean compared with glass, and, in the result, rarely does get cleaned, because of the danger of scratching it. In fact, compared with the trim and self-contained saloon, the best of open cars nowadays looks slovenly once it has lost the bloom and freshness of its first youth. Already, if the truth must be faced, this type of body looks as old-fashioned as a last year's frock. Once one has owned a modern saloon and become used to its neatness, with no loose bits to be tucked away or secured against rattle, there seems something unmodish about the best of touring cars; and since fashion has come to mean so much in motoring to-day, it is believed that this stigma will prove the final nail in the coffin of the open body as a standard touring model. Its demise may take years yet; but one cannot blink the fact that it is almost inevitable. On standard sports cars, of course, and on other types on which the purchaser has the means to have it built to special order, the open car will certainly remain with us. Now the vogue of the saloon has taught us what comfort is. Even the cheapest saloon on the market to-day provides a degree of comfort—and efficient comfort, devoid of rattles and squeaks—that two or three years ago would have been thought impossible at anything like the price. There are still people whose attraction to the saloon is unwilling; who, though drawn by the amazing degree of sheer comfort provided by the modern closed body, still hanker after the open type, and still deeply regret its demise. Thus it is that we are coming to consider types of saloons that can open. That is to say, from the open car that could be closed—after a fashion—we are coming coming round to the closed car that can be opened. A body which when the hood is up is a complete saloon, not a makeshift, and when it is down is as nearly as possible an open touring car, is the actual ideal. That, when it materialises, will be the true all-weather body.

NEW ROADS IN JAPAN.

Japan plans to spend ¥10,000,000 in the next ten years for the construction and improvement of 3,600 miles of its roads.

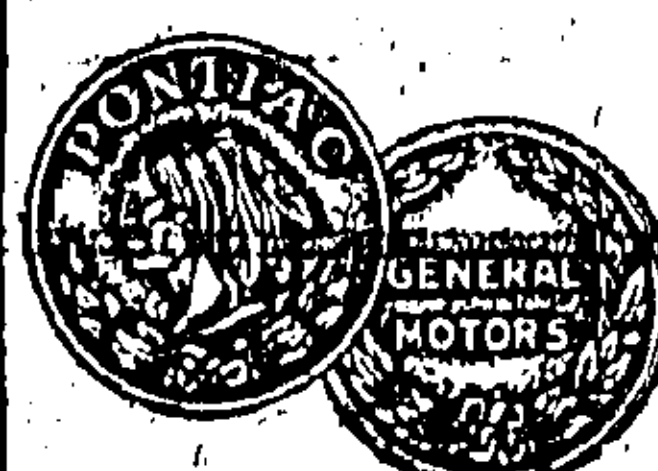
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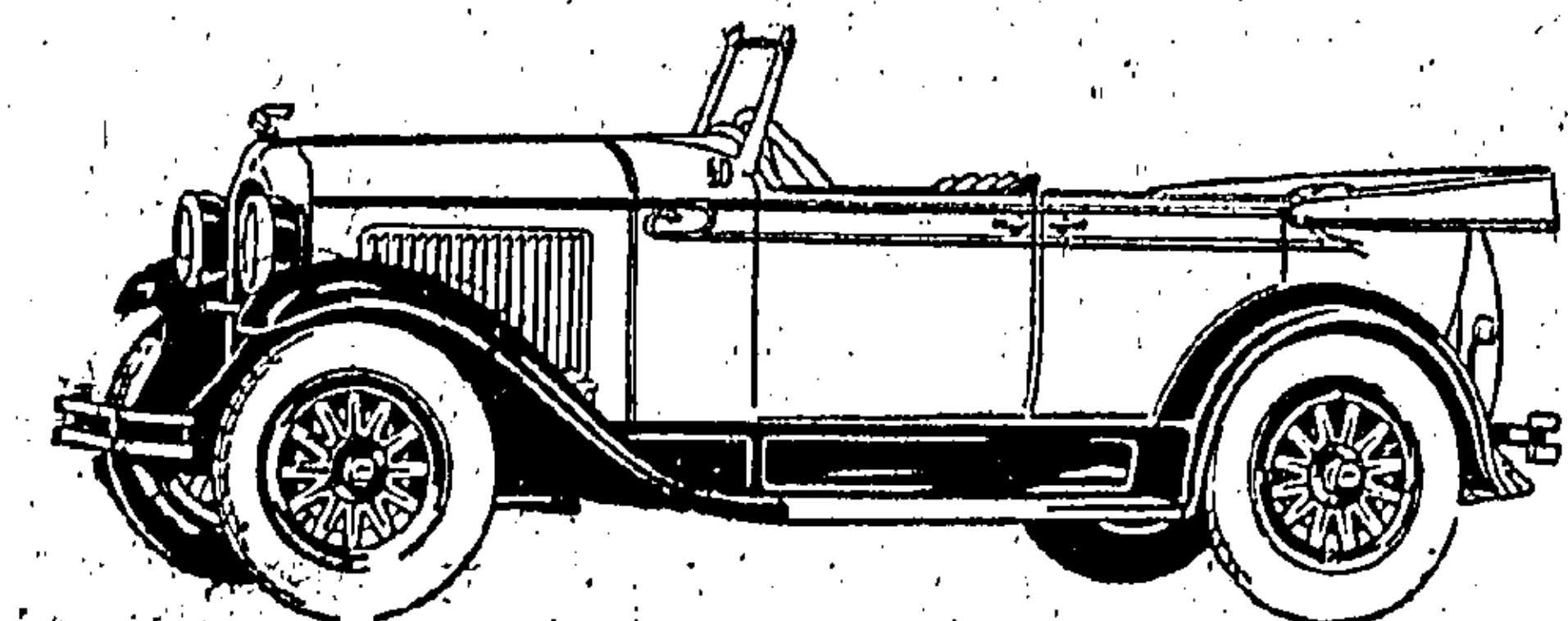
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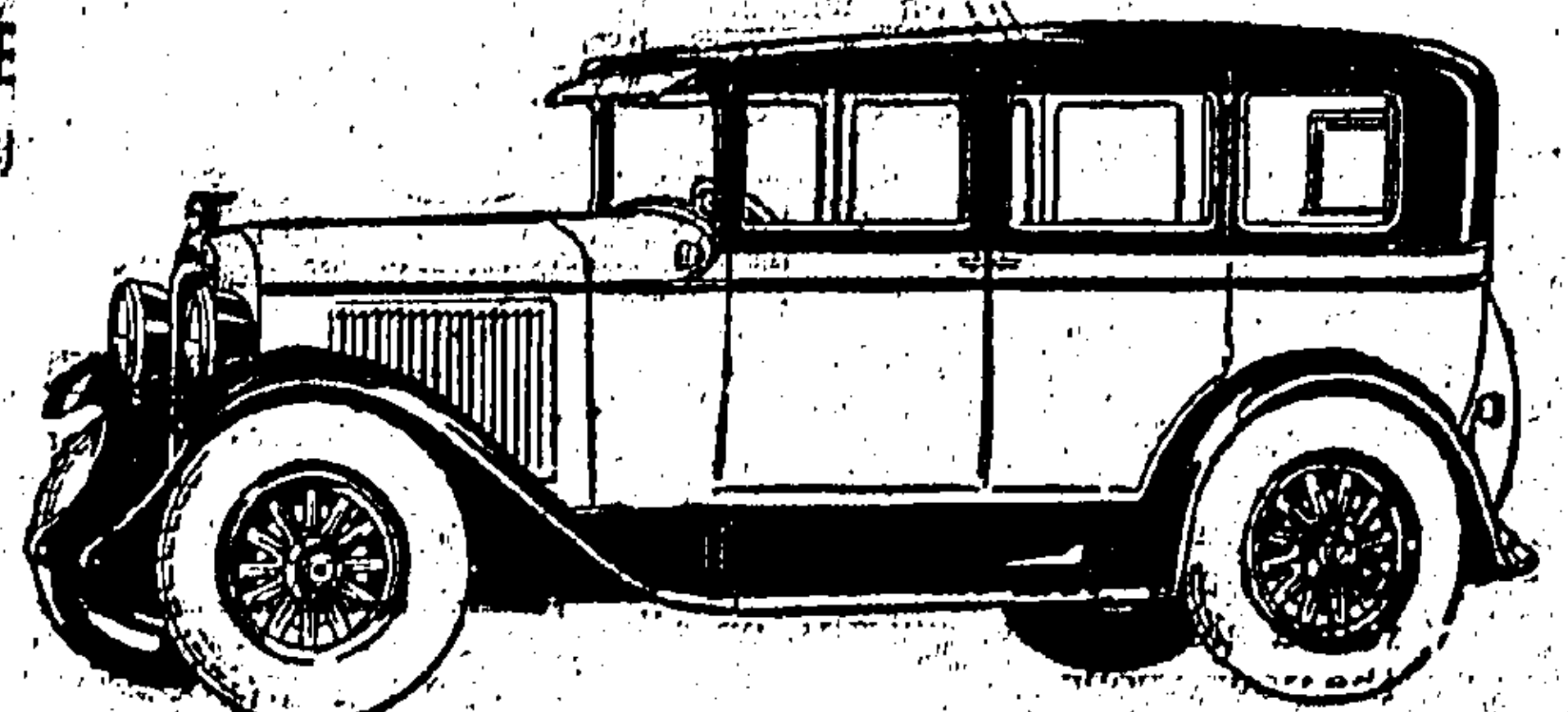
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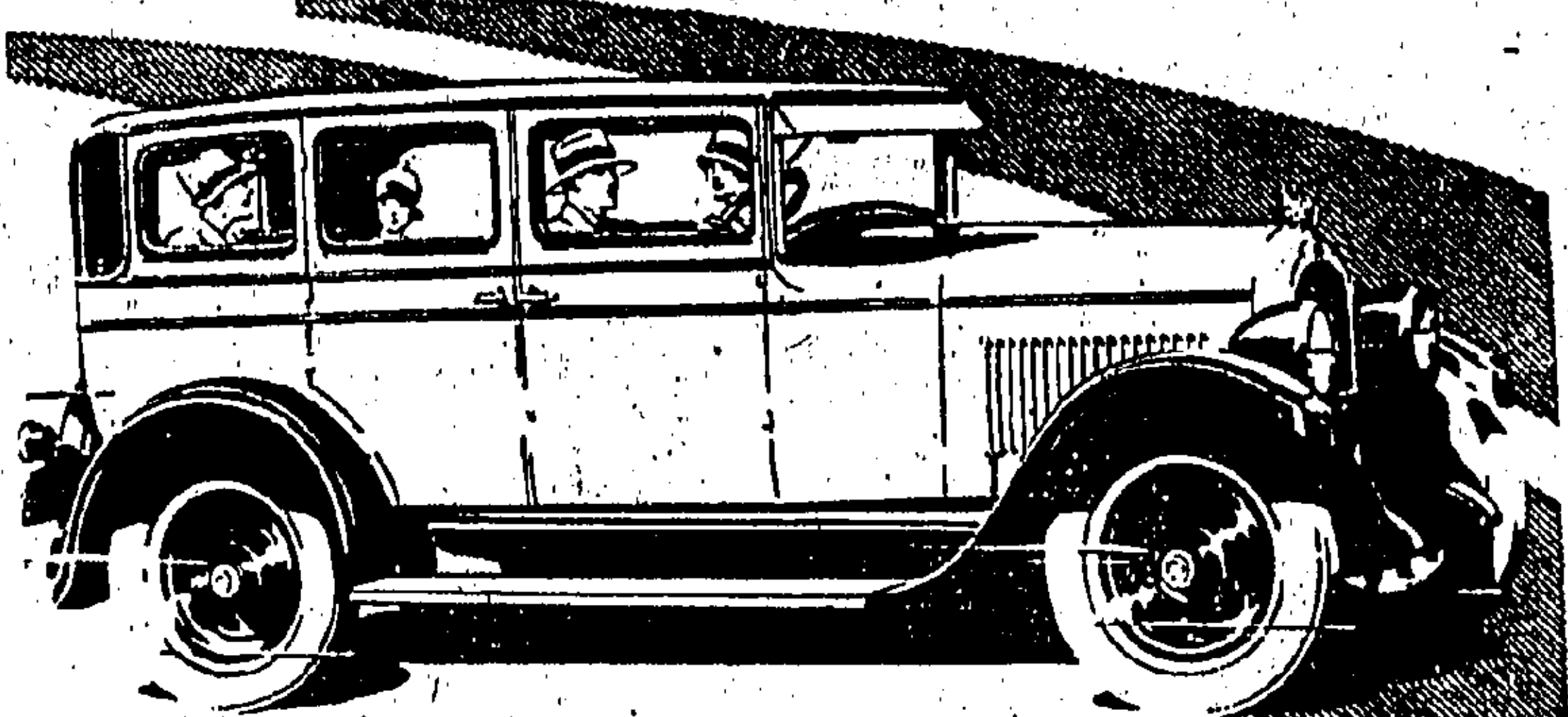
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The smart New Chrysler "52" at the phenomenal new lower prices—with quality unchanged—is more than ever the greatest value in the low-priced field.

Full-sized bodies of exceptional fineness, roomier by far than any other car of comparable price. Long, flexible carapings and extra large balloon tyres, giving you all the comfort of a large, high-priced car.

It has power, speed and pick-up characteristic of all

Chryslers. And, above everything, it gives you a smoothness of operation and ease of handling and riding, that enables you to use its fleetness and dash with real comfort.

The smart New Chrysler "52" is everything that Chrysler quality has come to mean among motor cars. Study it in intimate detail. Ride in it. Drive it. Then see how its low prices put it far beyond comparison with any other car in this group.



Seven Body Types—

Tourer • Two-Seater • Coupe
DeLuxe Coupe • Two-Door
Saloon • Four-Door Saloon
DeLuxe Saloon

Two-Seater and DeLuxe Coupe are equipped with dicky seat.

A. LUNG & COMPANY

SOLE AGENTS

19, Queen's Road, C.

Phone C. 1912.

A FRENCH MOTOR CYCLE.

Latest Monet-Goyon Models.

The latest Monet-Goyon super-sports model has a 500 c.c. M.A.G. overhead-valve engine, 82 mm. bore by 94 mm. stroke, in which the valves are operated by push-rods and rockers. Twin exhausts are fitted and the machine has a distinctly sporting appearance.

The frame is entirely welded, but for a welded job it appears to be particularly substantial; duplex forward down tubes are employed. In addition to the ordinary forced lubrication used in the engine, a supplementary oil pump is fitted, which can be operated by foot.

A Perodo-faced disc clutch and a separate three-speed gearbox are employed, the latter being a Monet-Goyon production. Automobile-type internally expanding brakes are fitted front and rear, the drums being 8 ins. in diameter. The Monet-Goyon super-sports is a good example of the present-day French motorcycle in the 500 c.c. sports class. Another new Monet-Goyon model, which is to be placed on the market shortly, will be fitted with the Villiers two-cylinder engine. Motor Cycling.

CITIES ON STILTS.

Peep into the Future.

London, June 17.—Among numerous traffic predictions made by various experts is one by Sir William Owens, consulting engineer of the British Empire Exhibition that future cities will be built on stilts.

The busiest section of a city is its centre, he reasons. This is all ways increasing and the problem of accommodating the traffic, increasing along with the city's centre, must sooner or later be solved.

"The centre of London must, in course of time, devote all of its ground floor to traffic," he says. "This can best be imagined by picturing the buildings on stilts, and under the buildings and between these stilts an unrestricted sweep of traffic."

"Pedestrians will be elevated. They will neither have to climb upstairs over elevated bridges nor downstairs through tunnels."

"There should be as little likelihood of accident between pedestrian and traffic as there is now between pedestrian and steamboat. Lifts and staircases will be available for those arriving in vehicles."

TOOLS AND THEIR USE.

Useful Implements for Motorists.

After a few tools have been gathered together others will frequently be added, for no workshop is ever complete—there is always something extra one desires. Some useful addition can be made roughly in the following order:—Two-foot engineer's two-fold steel rule, divided in inches. A 3in. 4in. or 6in. steel rule graduated in inches and millimetres, because it is often convenient to work in millimetres for certain small jobs. A scriber and a dot punch. A 3in. engineer's steel try square and later 6in. and 12in. squares might be added. Engineer's steel dividers, 4in. or 6in. size, which are necessary for marking out circles, 4in. or 6in. inside callipers, and 4in. or 6in. outside callipers. These last-mentioned instruments are for measuring work. They are opened by taking the head between the thumb and finger, and tapping it on the bench, the legs of the calliper pointing upwards. To close them, gently tap one leg against the bench.

Instead of callipers, many people prefer to use a Columbus gauge, a type of sliding calliper which embodies a depth gauge; it is convenient, and reads millimetres and inches direct. When callipers are used, they must first be set by the work, and then the opening measured with a rule, placing one leg of the callipers on the end of the rule, and reading the position of the other. That is, one can measure to 1/4in., and one might estimate closer. The Columbus gauge reads direct with a vernier. The accuracy of its scale can be tested by measuring some bearing balls of different sizes. At that point, if one likes the engineering side where accurate measurements are required a micrometer will be wanted reading from zero to 1in., and probably a second one reading up to 2in. Their usefulness is undoubted, but for a great many jobs they are not necessary. If a part has to be made accurately, it usually happens that it has to fit some existing part, and that can be done without micrometers by simply fitting the new part to the old. Micrometers are expensive, and it is well to make sure they are needed before buying them, as the money might be better spent on other tools.

A good-sized blow lamp will be wanted. The size used by painters holds one pint, and will heat soldering irons, do light brazing, and tool making, and be useful generally; but sooner or later more power will be required, and, all things considered, one may as well have it at first. The next size is the 2 1/2 pint. It is sufficiently powerful to melt a 1/2in. copper rod, but is not over heavy or clumsy to hold when in use. It seems the most useful size for the amateur. Maybe the hand-drill will be too small. Its chuck takes up to 3-16th in. shanks only. It could be supplemented with a breast drill taking shanks up to 1/2in.; either two-jaw or three-jaw chucks can be obtained. The point about two-jaw chucks is that they will hold square shank drills, but as one almost invariably uses Morse drills or perhaps flat drills with round shanks the three-jaw pattern seems the better. If square-shanked carpenter's bits are often used it would be advisable to buy a carpenter's brace for them.

Two other useful articles are a soldering-iron and a pair of tinman's snips. The soldering iron should be of good size, say, 1lb. Two however, would be more than twice as useful, one 2lb. and one 1 1/2lb., the latter being used especially for light work. It is also useful to have one or two with points of different shapes made out of 1/2in. or 3/4in. copper rod. Little irons lose their heat rather quickly, but as the amateur often tries his hand at small jobs such as an iron would be more useful to him than a big one. The rule in soldering is to use as big an iron as the work will allow. The snips should be of good size—10in. will be found useful. That size cuts metal of a decent thickness. Some patterns have curved blades, and they have advantages, no doubt.

A NORTH ROAD LANDMARK.

The famous old church at Gt. Ponton on the Great North Road had its weathervane, shaped like a fiddle, blown down in a recent gale and is appealing for funds for its replacement.

COVENTRY FACTORIES BUSY.

There are some very bright spots in the English Midlands now where factories are busy and where everything is being done to increase production. The Standard Company, of Coventry, may be quoted as one of these. The new 9 h.p. car has "caught on" and is becoming daily more popular, whilst the well-known 14 h.p. models are remarkable value at their new prices. The situation here is such that more employees are being taken on every week in order that the demand for the various types may be met.



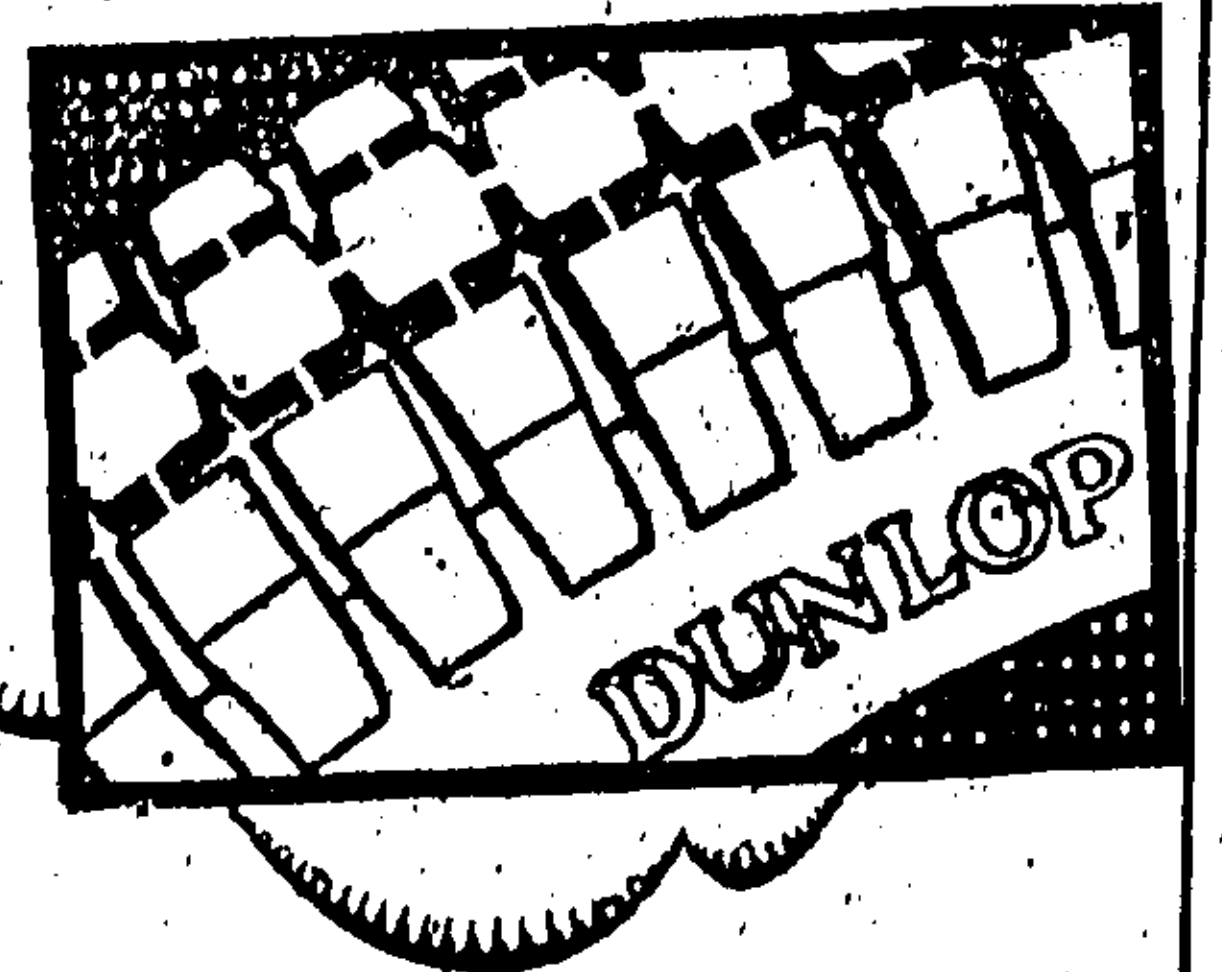
Tyre Makers in Victoria's Reign



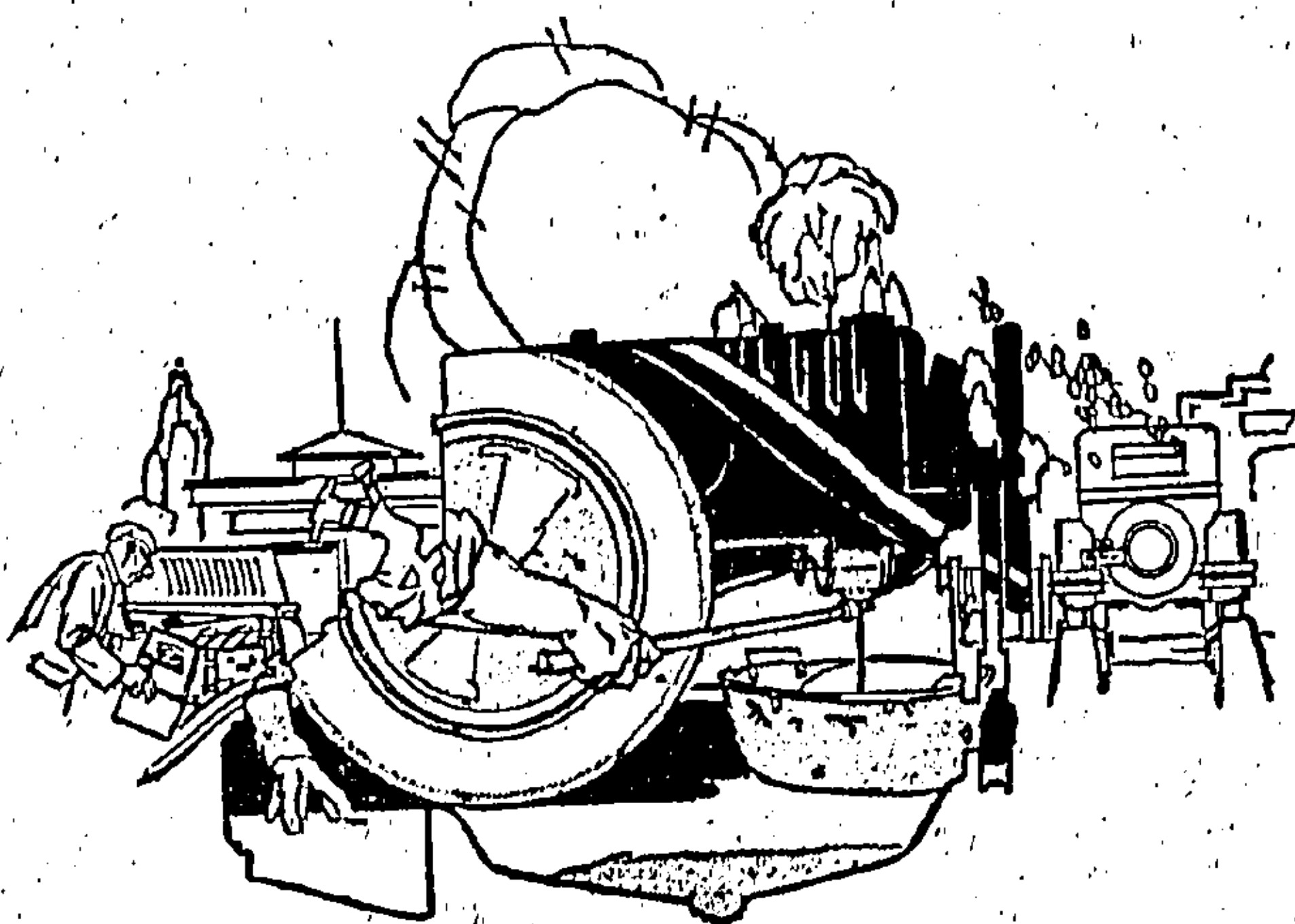
Only DUNLOP Experience covers the whole history of the pneumatic tyre

It is no coincidence that both the first pneumatic tyre and the best pneumatic tyre ever made bear the name Dunlop. The former was fitted to the cycle of its inventor; the latter to the 203.8 miles-per-hour Sunbeam used by Major Segrave. It is significant that through all the years that separate these two tyre building achievements, Dunlop should have maintained their supremacy in the industry. But who more fitted to hold the leadership than the inventor, perfecter, and founder of the industry? By the very nature of things the Dunlop Rubber Company must have the longest and the widest experience of tyre making, and that unrivalled experience means the highest standard of value for you.

DUNLOP
MADE IN ENGLAND



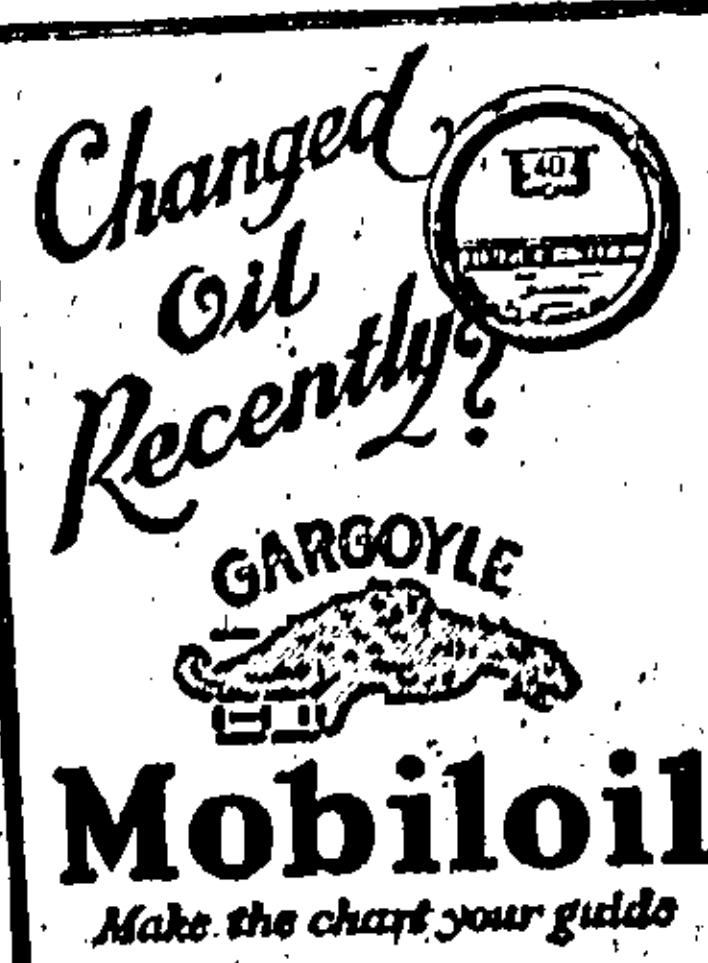
**Change Oil Every 1,000 Miles
Reason Number 6—Power**



As you drive along, do you mentally "push" your car? Or are you rolled along easily, quietly, on all the power your engine was built to deliver?

Unless you are lubricating your motorcar with the correct grade of oil, and unless you are changing that oil every 1,000 miles, the chances are that engine labor and wear are stealing at least 25 per cent of your engine power.

If your engine were made of glass, and you could watch it running, you would understand at once why the life and power of your motorcar is dependent on oil.



Even with Mobiloil protection you would see contaminating influences at work. You would see the oil being thinned out by benzine and water; being contaminated with particles of dirt, steel, and carbon. You would see friction and wear loosening pistons, scoring cylinders, causing excessive engine labor.

Never again would you question the economy and wisdom of using the high quality Mobiloil. You would appreciate, too, why regular crankcase draining is the most important single factor in prolonging the life and maintaining the power of your motorcar.

VACUUM OIL COMPANY

MONET-GOYON MOTOR CYCLES

RESULT OF THIS FAMOUS MODEL IN THE FRENCH T. T. — FRENCH TOURIST TROPHY. (May 13th, 1928) — (2864.800 Kilom.) —

The race was held at MONTLHERY TRACK with several competing machines. Only two riders on Monet-Goyon machines entered for this T. T. race.

175 cmc : 2 Entries, 2 First Places (SOURDOT and HOMMAIRE) without losing a single mark.

Performance superior than 250 cmc. machine. HANDICAP FOR MACHINES OF ALL CATEGORIES.

First SOURDOT on Monet-Goyon machine. Award : Gold Medal of the M. C. F.

The machine you buy is the result of experience gained in these terrific tests. Every success proves what your M. G. can do.

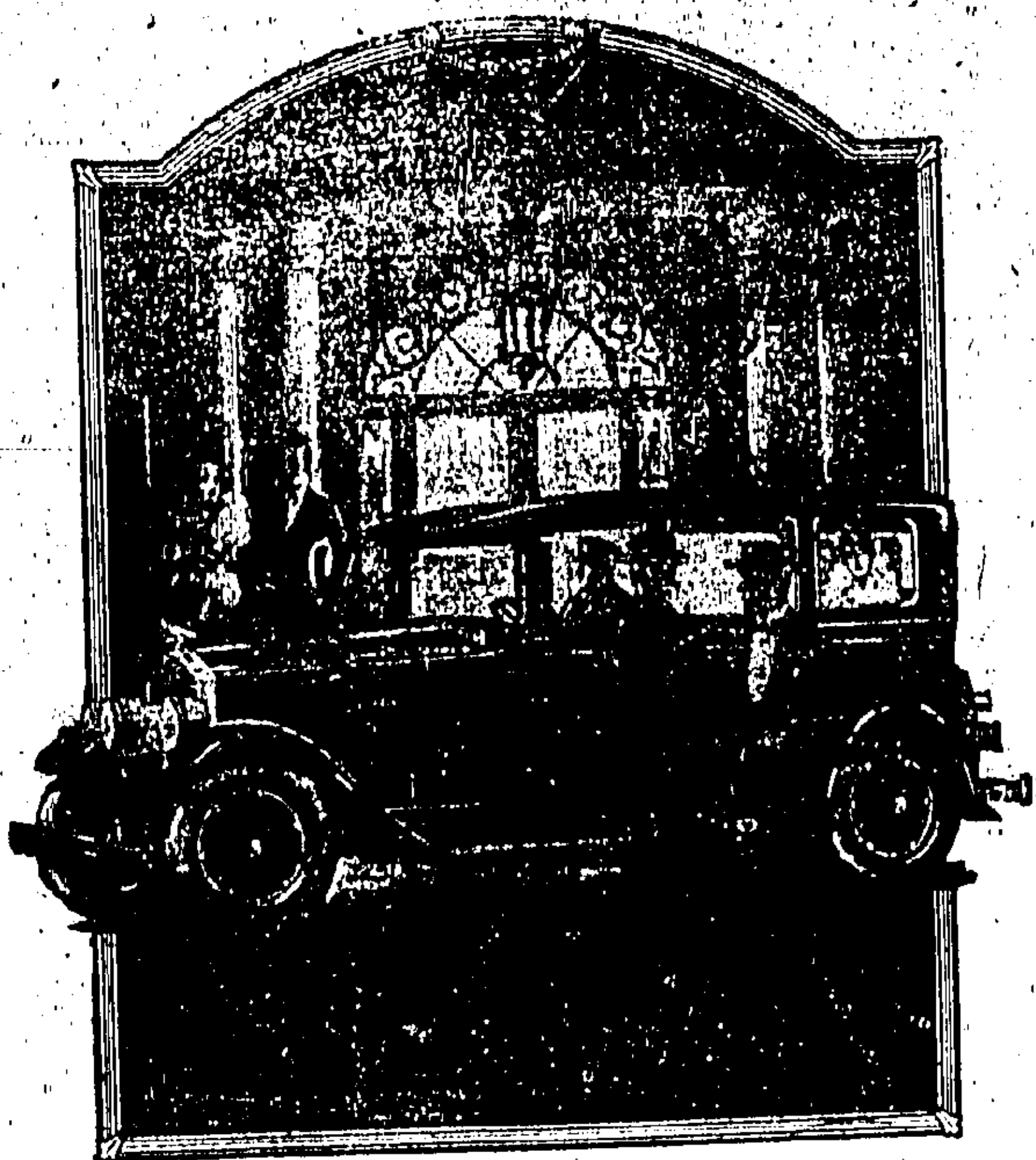
For particulars apply:— 46, Nathan Road, Kowloon.

MOTOR UNION
INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS.

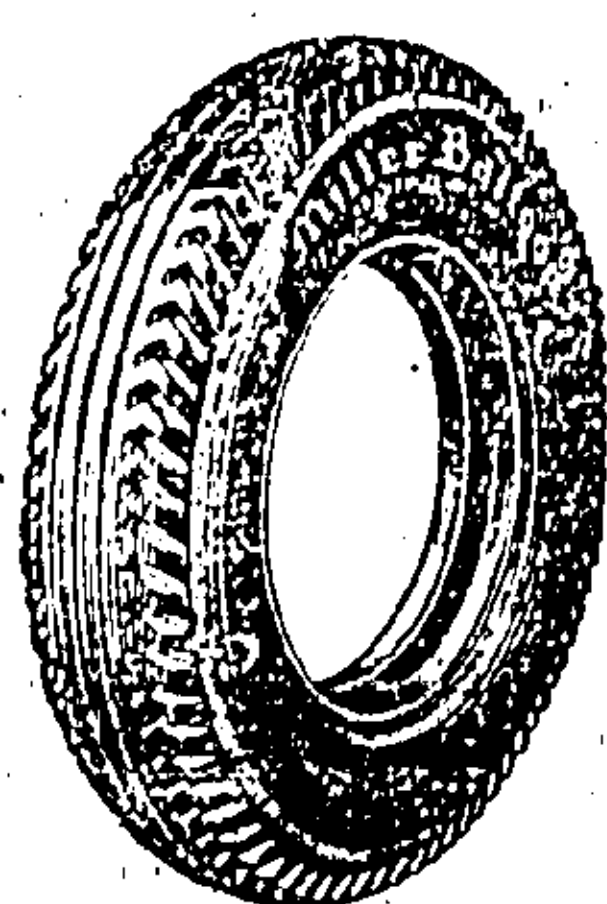
THE UNION TRADING Co., Ltd.
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"New car, old boy?"
"No indeed, just Whiz Brilliant Polish"

Whiz Top Dressing (for closed car) (Pint)	H.K.\$2.00
Whiz Khaki Top Dressing (Pint)	2.00
Whiz Black Liquid Tyre Cover (Pint)	1.50
Whiz White Tyre Enamel (Pint)	1.50
Whiz Auto Body Polish (Pint)	1.25
Whiz Auto Body Polish (Quart)	2.00
Whiz Brilliant Polish (Pint)	1.00
Whiz Lusterize Polish (8 oz.)	1.25
Whiz Metal Polish (1/2 Pint)	.40
Whiz Metal Polish (Pint)	.80
Whiz Soloff (8 1/2 oz.)	.35
Whiz Roadside Hand Cleaner (1/2 Pint)	.60
Whiz All Rubber Patch Outfit No. 1	.60
Whiz All Rubber Patch Outfit No. 2	1.20
Whiz Gasket Cement (2 oz.)	.25
Whiz Stop Leak Radiator Company	2.00
Whiz Top Patch Outfit	1.50
Whiz Top Patch Cement	.60
Whiz Rubber Cement	.25
Whiz Valve Grinding Compound 2 oz.	.60
Whiz Valve Grinding Compound 4 oz.	.80
Whiz Soapstone	.50
Whiz Nickel Polish (1/2 lb.)	1.00
Whiz Cleaning (Radiator) Compound (14 oz.) ..	1.50

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Tough Stuff

Miller goes to the ends of the earth to find the finest rubber grown for America's First Scientifically Correct Balloon Tyres. Then by the most modern methods known to the industry, combines finest rubber, finest cotton, finest of everything. Tough stuff—in these Miller Tyres. You'll find none better—none easier on your pocketbook.

A. LUNG & COMPANY.

Sole Agents:

19, Queen's Road, C. Phone C. 1219.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

THE CROSS-FLOW RADIATOR.

Readers may remember the system of "evaporative" or "steam" cooling of engines, which was brought out about three years ago and noticed in these columns. Its essential points are the maintenance of a nearly boiling temperature in the engine jackets, for efficiency purposes, and the utilization of the radiator as a condenser, to return to the system, as water, the large amount of steam produced, which otherwise would be lost. A new form of radiator, known as the cross-flow type and embodying to some extent the condenser feature and other characteristics of the evaporative type, has been introduced, on certain recent models. In this radiator water circulation is not from an upper tank downward through the core passages to a bottom tank or header, but is from a vertical header on the right side, in a horizontal direction, through the core passages to a vertical header on the left side. The left or outlet-side header is extended to form the upper tank, which is of conventional form. Hot water from the engine enters the right side header, at a point about halfway up the radiator, and water is returned to the pump and jackets through an outlet in the extreme bottom of the left side header. Circulation is thus mostly restricted to a crosswise movement, through the lower half of the radiator only, the water in the upper half of the core and top tank being comparatively inactive. This relatively inactive water acts as a reserve of cooling ability when required and as vapour carried in from the jackets, must bubble up through it before it can reach and escape through the overflow, which is conventionally connected to the upper tank, there is every likelihood that it will condense and be retained in the system. This prevents loss of water. Since circulation can take place although the radiator is but partly full it is possible to operate on a reduced volume of liquid in cold weather, thus reducing the warming-up period.

Changing to Different Gearshift.

Question.—The manufacturer of my car has changed the gearshift on his new model from that which they have always used hitherto, to the regulation arrangement used on practically all other cars. I want one of these new cars, but am afraid that if I buy one, I shall get into trouble with this new shift. What is your idea as to this and can you suggest anything?

Answer.—Your old car has first speed forward and reverse back on the left side, while on this new car reverse is forward and first is back. If, in driving the new car, you forget changed conditions and allow established habits to assert themselves, you may attempt to start your car forward and find that it moves backward instead (and vice versa). This would, of course, involve serious risk. It would be advisable to put in considerable practice in shifting the new gears on an unfrequented road, before attempting to drive in traffic. After doing so, there should be little danger of a blunder, unless you "get rattled." You should "din" it into your consciousness, never to try to start ahead, with the shift lever forward and never to start in either direction except very slowly and gently. Perhaps the manufacturer of your car has devised a "reverse lock-out" or some other safety device, to overcome this particular hazard. You might inquire as to this.

Oversize Tyres Affect.

Question.—I have put oversize cord tyres on the front wheels of my car and since doing so, I find that it does not steer as well as formerly. It seems to be so quick in veering, that I have to be very careful. With the smaller tyres, it would hold the road at any speed. The spring-bolts have all been tightened and the wheel alignment is found to be perfect. Can you help me to overcome this trouble?

Answer.—We wonder if this car was originally fitted with fabric tyres (you do not state the year of manufacture). If so, changing to a larger size of cord tyre would be expected to affect the steering adversely, as the area of road contact of the new tyres—particularly if a low inflation pressure were used—would be very considerably increased and the tendency for them to "pull over" on the road, would be greater. Very likely the steering gear may be less irreversible than that used on later cars. Have you noticed whether the centre of the area of road contact of the tyres is somewhat to the rear of the perpendicular dropped through the centre of the hub-cap. This should be the case, in order to make the wheels tend to come back to the straight ahead position rather than to deflect still further. An adjustment of the mounting of the axle on its springs, by the use of shims, is sometimes useful in giving the knuckles the required "rake." You may find that higher inflation will help you somewhat.

MOTORISTS IN A HURRY.

Impatience with the Dawdlers.

Whitsuntide driving on the roads was well up to standard for a holiday period, says a Home motoring correspondent. As usual, motorists were divided into two classes—those who wanted to dawdle, with no objective and those who wanted to get somewhere in a given time—and any bad driving that one saw was due to the conflict between these two sections.

I suppose that, as long as motor-ing exists, the slow driver will always drive in the centre of the road, and the faster driver will always lose his temper with him and do silly things in the heat of the moment.

On Saturday on the Watford by-pass I noticed that if a car was going under the legal 20 miles an hour limit it was sure to be in the middle of the road or on the right-hand side, while any vehicle which was going at all fast would be certain to be well on the left, unless actually engaged in passing.

The faster drivers were always ready to correct their more staid brethren by word of mouth, which is dangerous and only wastes the time which those in a hurry deem so precious.

I saw this illustrated in Bond-street yesterday morning.

A chauffeur, who was driving a large American car, with more than a streak of vulgarity in its appearance, was apparently annoyed by a little two-seater in front of him, the driver of which signalled that he wanted to turn into Burlington-gardens.

The chauffeur put his finger on the button of his electric horn for about half a minute, making a raucous noise, which may have been in keeping with the appearance of the car, which ought to have been forbidden anywhere within ten

PONTIAC PROTECTS AGAINST THIEVES.

New Type of Outside Door Handle.

A still higher margin of protection against car theft is now provided buyers of Pontiac sixes through a new type of outside door handle which cannot be forced by the cleverest thief.

The new door handle is so designed that the customary method of forcing with a wrench or a section of iron pipe will not give the thief entrance to the car. When such extreme pressure is applied to the handle it merely turns without releasing the door catch. A few seconds of attention at any Pontiac service station will restore the handle uninjured to its original position.

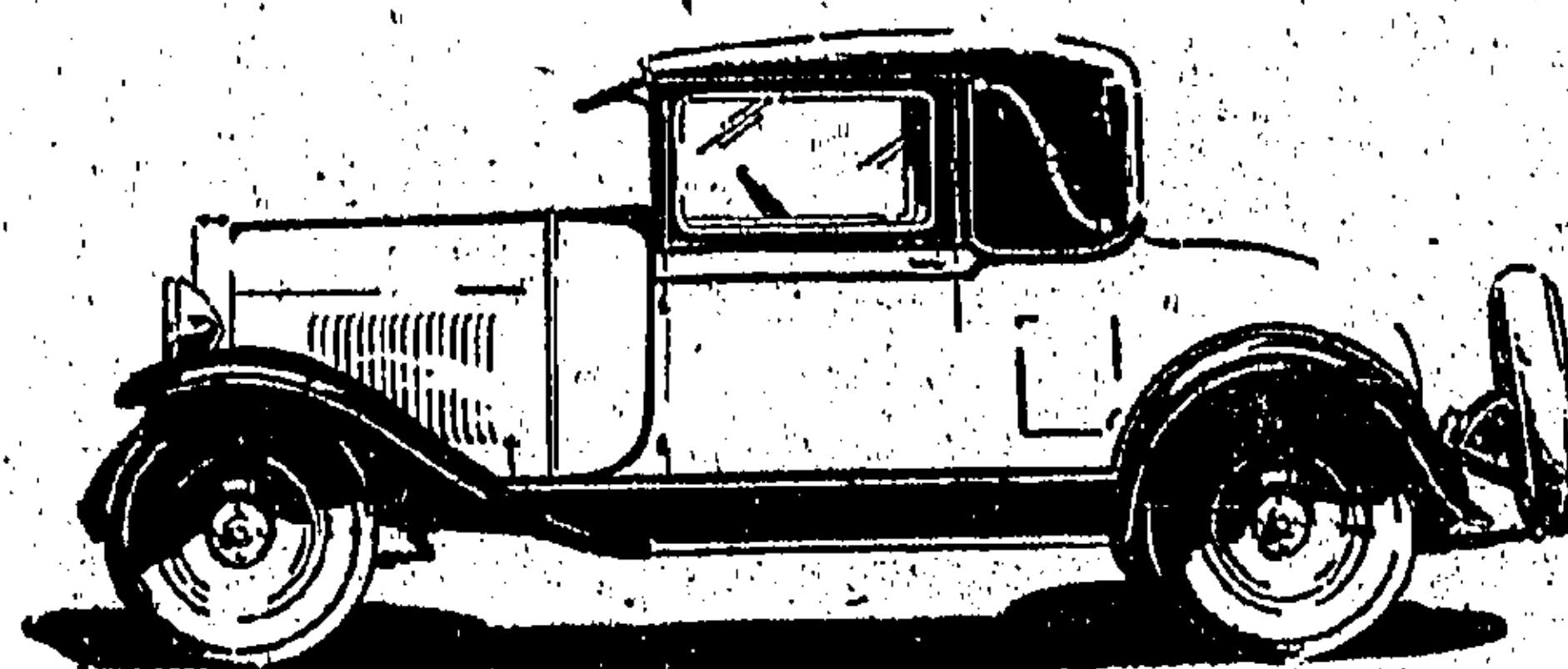
Thus General Motors has raised an almost impregnable first line of defence.

Should a thief effect entrance by breaking a window or because the owner forgot to lock the car, he still would be confronted by equally secure second and third lines of defence. These are provided by the semi-coincidental lock which locks both the ignition and the transmission with a turn of the ignition key. The transmission is locked from the dash by an ingenious sliding plunger which moves inside an armoured cable extending from the ignition key down into transmission.

The Pontiac sixes, with their effective lines of defence, are said to be as nearly theft-proof as any car now made.

miles of Charing Cross.

Having overtaken the other car he leant out and spoke to the driver, thereby delaying the traffic. This is the sort of thing that ought to be stopped, and does not make driving any easier, either in town or country.



A REMARKABLE ARRAY OF FEATURES

The new Oldsmobile Six has built into it one of the most imposing selection of features ever found in a car of comparable price.

The well known efficiency of the engine is increased by a new type crankcase ventilation, which eliminates excessive dilution—by oil filter, air cleaner and a specially controlled cooling system.

The engine is notable for remarkable rigidity of crankcase and cylinder block. It rides on a newly discovered rubber cushioned mounting.

There are four-wheel brakes, specially selected springs. Hydraulic shock absorbers make riding like gliding.

A new rubber core clutch adds softness to the clutch engagement. The frame is rigid and made of heavy gauge steel, braced with five sturdy cross-members.

New vertical shutters, thermostatic charging, full automatic spark and engine temperature on instrument panel all add ease and enjoyment to year around driving.

Nothing has been left undone to make the Oldsmobile Six the fine car of low price. We invite your inspection at your earliest convenience.



THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246—33, WONG NEI CHUNG ROAD.

Telephone C. 3500—33, DES VŒUX ROAD CENTRAL.

A FINE CAR OF LOW PRICE



Firestone has shown the motoring world that Balloon Tyres, scientifically designed for low air pressure, are giving more mileage than car owners ever before received. To add extra strength for the flexing strain of Balloon Tyres, and also insulate every strand of cord with rubber Firestone dips the cords of the carcass in a rubber solution. Moreover the Firestone Balloon Tread is designed to provide extra rubber right where the weight and wear are greatest, in addition to non-skid safety. Come in and let us tell you about Firestone quality and the helpful service we are providing in this locality.

MOST MILES PER DOLLAR!

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GUM-DIPPED BALLOON TYRES

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SMART UNIT OF THE SHANGHAI SPECIAL POLICE.



The motor cycle squad of the Special Police is one of the smartest units of the Shanghai organization, and is often to be seen at work during emergencies. Picture shows the squad at a recent parade. The motor cycles are armed with machine guns.

OVERHEATED ENGINES.

Some of the Causes.

Although failure of the cooling system and improper operation of the engine and its accessories, causing overheating of the motor, may be traced indirectly to negligence on the part of the motorist, there are some causes that may be directly ascribed to the driver himself.

There is the little matter of improper use of the spark lever. When, after starting, the spark is kept retarded, not only is power reduced, but excessive heat results from the hot gas left in the cylinders.

A retarded spark keeps the gas burning not only during the power stroke of the piston, but during the first part of the exhaust stroke. This puts an extra burden on the engine with a resultant loss of power, besides an increase of heat.

Riding the clutch is another habit. The clutch will slip and the engine will then be called upon to furnish the excessive power and pull that has been lost through the slipping clutch.

The result is an overheated engine. The final result, of course, is an ineffective clutch and a stalled automobile.

Like riding the clutch, riding the brake pedal is another cause of overheating the engine. A slight pressure on the brake pedal causes the brakes to drag and puts an extra burden on the motor.

The engine must have as much freedom in operation as it possibly can get, in order to pull at its fullest efficiency. Any added work, like pulling against dragging brakes, or a slipping clutch, causes it to overheat.

Another burden on the engine is due to neglect of the tyres. If the tyres are too soft, they pull hard. Of course, the tyres should not be over-inflated to avoid the opposite condition, or hard riding and greater possibility of punctures and blowouts will result.

If the driver knows his car thoroughly, he will know exactly when to shift into low gear. At least, he won't do this unless he has to. For excessive use of low gear will cause the engine to overheat.

Sometimes speed can be picked up easily in high by judicious use of the throttle without straining the motor and without being obliged to resort to lower gear. At any rate, constant shifting from high to low doesn't help the transmission, either.

But this shouldn't deter the driver from shifting to low gear at the proper time. An engine will overheat from improper use of high gear as well.

As soon as the engine begins to labour on a hill, or in pulling against mud or sand, the shift should be made into second and then into first if necessary.

But high should be resorted to as soon as possible after enough momentum has been regained on the hill or the mud hole has been passed, or the engine will overheat.

NOT SO EASY.

Whilst a Liverpool point duty constable was taking an injured man to hospital a civilian took charge of the traffic for a few minutes until a relief constable arrived, but in the short period there were two minor crashes.

SELF-MADE.

Some Chrysler History.

At 18 years of age Walter P. Chrysler built himself a steam locomotive, 48in. long, complete even with air brakes. Shortly afterwards he wanted a shotgun; he could not afford to buy it, so he made one.

Today Mr. Chrysler is probably more widely known for his achievements than any other man in the car industry, save Henry Ford.

One who interviews Chrysler in the hope of coming away with some subtle secret of success, comes away empty handed; he has but one formula to which he subscribes, and that by deed more than word.

"Work harder than the hardest working man in the place, give the boss more than he has a right to expect, and if he is any kind of a boss he will see that you are rewarded. And if he doesn't," he added crisply, "no man can succeed under him—and you had better find another job."

Following that principle years ago enabled Chrysler to fight his way in nine years from the bottom to the top. At 23 years of age he was the youngest superintendent of motor power on record at the Chicago and Great Western railroad system, and four years later he was appointed general manager of the American Locomotive Co., in Pittsburgh.

In 1911, realising the future possibilities of the car industry, Chrysler resigned from railroading to become identified with General Motors. As president and general manager of the Buick division, under his guidance the production of Buicks increased from a daily output of from 15 to 40 cars to 550 cars a day, the company paying into General Motors treasury profits of nearly 50 million dollars a year.

It was during this period that Chrysler established himself as one of the ablest production men in the entire automobile industry and a genius of shop practice.

In 1920 Chrysler went over to Willys-Overland as vice-president and general manager, being responsible for the thoroughly reorganising this powerful concern, stepping up production and greatly reducing overhead expenses and getting everything in order.

Chrysler received an urgent S.O.S. from Eastern Banking Interest to save the Maxwell Company from going into liquidation. Once again Chrysler proved the man of the industry. He foresaw great possibilities.

Each month with Maxwell saw steady progress, more economical and finer manufacturing, wider, more scientific distribution, increasing sales and increasing net profits.

In January, 1924, came the master stroke. A new car which represented several years of costly development, and which incorporated many then radical new features, made its appearance. That was the Chrysler. Those connected with the industry are still trying to explain its sensational success, and meritorious rise from 27th to third place in the short space of four years.

The recent absorption of Dodge Brothers Incorporated by Chrysler, the most important consolidation in automobile history, makes the Chrysler Corporation the third largest motor company in the world.

ANOTHER TOLL BRIDGE FREED.

Bursledon Bridge, over the River, Hamble, near Southampton, has been made free of toll, the cost having been defrayed by the Hampshire County Council and the Ministry of Transport.

BRITISH MOTORS OVERSEAS.

An Expanding Market.

The interest which the Dominions and Colonies take in the development and expansion of the British motor industry has at no time been in doubt, and the efforts which Manufacturers at home are making to acquire for Great Britain a pre-eminent position in the motor markets of the world are backed up by the knowledge that the advantages of British design and performance find ready appreciation all over the Empire.

In the main, too, there would appear to be a growing appreciation Overseas of the difficulties which have handicapped British Manufacturers in their endeavours to increase their Export trade, and the criticism which British Manufacturers receive is becoming more and more of a friendly and constructive nature.

With the increasing use of British Cars Overseas it has been conclusively proved that the former objections from the point of view of inadequate clearance and track can no longer be substantiated. The average British car gives a clearance at least equal to, and in some cases exceeding, that provided by any competing makes, and there is no question as to the suitability of the general design of moderate powered British cars for all road conditions.

Whilst this is so, the British industry is also receiving substantial orders from all parts of the world for the smaller utility cars of from 7-10 h.p., which are finding an ever-growing market of their own in a new field. The world indeed is beginning to realise that cars of these characteristics provide an efficient means of transport at the lowest possible cost of operation.

Whatever developments may be expected in the future, and whatever the comments may be upon the top-gear performances of the recognised British car, it is becoming gradually appreciated that running costs and second-hand values are two of the most important factors which will be more and more studied by the potential car purchaser. In both of these essential respects the British manufacturer, in the wide range of vehicles for every purse and purpose, challenges his competitors in every other part of the world.

The following table shows the steady progress in Export over four years:—

1924	15,600 cars and chassis.
1925	23,061 cars and chassis.
1926	33,104 cars and chassis.
1927	35,696 cars and chassis.

The progress in 1927 would undoubtedly have been more marked but for the temporary effect of trade conditions in Australia, but while conditions in any particular Overseas market may adversely affect British trade in motor vehicles in regard to that market, there is evidence that entrance is being made into other markets from which British made vehicles were formerly almost excluded.

DEMAND WITHOUT SUPPLY

A New Zealand correspondent writes that certain British car manufacturers are doing considerable advertising in that Dominion, but agents have been unable to obtain sufficient cars to fulfil orders.

CERTIFICATES OF SILENCE.

Motorcycle manufacturers have not been slow to avail themselves of the opportunity of securing the Automobile Association's Certificate of Silence, and already certain of them, whose silencers have passed the tests satisfactorily, are issuing copies of these certificates to owners of their machines. One of the earliest to do this is the Ariel Company, which, as all motorcyclists know, is turning out a range of very popular medium weight single cylinders.

BARGAINS in USED CARS

FOUR SPECIAL OFFERS.

MORRIS-OXFORD:—	Touring Car 1924 Model, 5 seater, 15.9 h.p. Owner Driven, Mileage 17,000.....H. K. \$1,500.00
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STUDEBAKER'S ERSKINE SIX

The Very Idea!

Evidently the permanent hair wave, about which the younger generation appear greatly concerned at times is not by any means a modern discovery, as will be seen by the following advertisement, which appeared in the *Glasgow Herald* 100 years ago:—Ladies' curls. Kerr, Hairdresser, begs leave to inform the ladies of Glasgow that he has invented a new curl, resembling the French silk curls, which he can confidently recommend to all those visiting bathing quarters; both for tightness and durability; likewise warrants them not to lose the curl or require dressing.

Woman at Shore-ditch County Court: The coal cupboard door was never a door; it was always a hole.

Nottingham witness: The two women had some high words, and then came to blows, as neighbours always do.

Landlady to Judge (Chair at Shore-ditch): A bad woman makes a bad man, as you know.

Mr. Hay Hackett, Marlborough-street magistrate, looking at a woman's frock produced by a detective: I suppose that you could put it in your waistcoat pocket? Detective: Yes.

Willesden witness: I heard some one creep upstairs next door. They are council houses where we live.

Man at Willesden: Did you see me use obscene language? Policeman: No, because you used none.

Man at Highgate: I can find work in the summer, Magistrate? This is the summer as far as we get it.

Highgate man: I want to go straight, and so I am going to Brighton.

A little maid who had not been too regular in her school attendance always gave the same excuse, that her mother had kept her at home because it was too wet.

"Tell your mother," said the teacher, "that she must get you an oilskin."

After another absence the child again gave the same excuse, "p."

You not tell your mother my message?" asked the teacher, "yes," answered the child.

"What did she say?"

Without the least hesitation the child replied truthfully—"She said you were an interfering old bizzum."

The office now begins to tick. More keenly every passing day. But many weary weeks of work. Must pass ere I can get away. And take where broad's the bench and big. My siesta while the children dig.

It is not any business press. That takes away all thought of rest. Both trade and I, I must confess. Are almost equally depressed. But I have still to find and say. Exactly where I want to stay.

Differences between the vicar of Southbury (Bucks) and members of the village church choir have led to a strike, which the choir enforced by their absence recently. The vicar, however, has sent in their resignations.

The villagers allege that the vicar, the Rev. W. B. Drake, against their wishes has substituted the Sung Eucharist for Morning Prayer, and that after they represented their views to the vicar he rebuked them from the pulpit and announced that there would be no choir outing this year.

Interviewed the vicar said: "Whatever the underlying cause of this strike may be, the substitution of the Sung Eucharist for the Sung Mass is in no sense a justifiable grievance. When I came to Southbury I made it quite clear to the parishioners that I should make the Sung Eucharist the sung service on Sunday morning. I cancelled the choir outing because the practices had been badly attended."

Two friends were exchanging confidences and one, who was an amateur angler, had told "how he caught a whopper."

"How big was it?" asked the hearer.

"Biggest salmon you ever saw," said the sportsman.

"But that doesn't explain much to me," argued his friend. "Measure with your hands to give me an idea."

The angler glanced at the walls of the room "All right," he said, "but we'll have to go outside to do it."

AFGHANISTAN EN FETE.

KING AMANULLAH WONDERFUL

ARCH OF TRIUMPH.

Simla, July 1

By a happy omen, the return of King Amanullah on the completion of his historic tour, synchronised with the best harvest experienced by Afghanistan.

The fears of the pessimists that the country, despite the progress made under the King, was insufficiently stabilised to allow of his absence for six months while journeying to England, have been disproved.

The credit reflects not only on the popularity of King Amanullah, but on the wise rule of the Regent and officers of State.

Most elaborate preparations are being made for the King's arrival. At the Afghan-Persian frontier, the King was met by a Minister representing the headquarters Government, and a delegation of the Council of State and also by high officials of Herat Province.

Villages Illuminated.

At the provincial boundaries the local Governor, Army Commander and other officials were present and all the towns and villages were illuminated at night. Wherever the night was spent a banquet was arranged.

Finally, the King's arrival at Kabul will be the occasion for a great national welcome on a scale hitherto not attempted in Afghanistan. Triumphant arches, are to be erected throughout the route, each representing a section of society or people—one being a token of respect from the women of the capital. The city is to be illuminated and on fete for three nights. Banquets and entertainments are to be held, the subjects coming in welcoming their Sovereign.

The reception committee consists of the Governor of Kabul and 24 members representing all societies. An order has been issued for the decoration of aerodromes, as it is just possible that the King may prefer to travel part of the way first by air.

The Afghan Press is unanimous in expressing heartfelt thanks for the safe return of the Royal party.

Lesson of the Tour.

Peshawar, June 30. The King and Queen of Afghanistan arrived at Kandahar on Tuesday. A salute of 31 guns was fired, and the spectators showered flowers on the King and Queen.

In the course of a brief speech King Amanullah stated that the object of his visit to Europe and to other countries was to study the progress made by them in methods of administration. The King declared that he would not apply the lessons of his journey in Western countries to Afghanistan until he had fully discussed them with the representatives of his people.

He had been struck by the fine part women were playing in the national life of many countries he had visited, where they were closely identified with all progressive movements.

His Majesty also said that Afghanistan would have to pay special attention to the improvement of means of communication.

—*Reuter.*

"EXCELSIOR"

A Hongkong Story

By a

HONGKONG MAN.

An amusing satire on Hongkong social life written by a local resident, who, for reasons which will be obvious, prefers to be anonymous, will appear in the *TELEGRAPH*

"TELEGRAPH"

in six instalments

beginning on

TUESDAY NEXT.

Eunice had no idea of the task ahead of her when she desired to climb to the uttermost heights of the Peak. You must get your copy early if you wish to see how she managed it.

EMPIRE ECONOMIC CONFERENCE.

PARLIAMENTARY GATHERING IN CANADA.

TOUR OF DOMINION.

London, July 27.

Questions of common interest throughout the Empire, including trade and economic development and migration, will be discussed by the Empire Parliamentary Association delegates at a conference in the House of Commons at Ottawa which opens on August 29th.

The delegates from the British Parliament include members of all three political parties, among them being Lord Hailsham, Lord Chancellor; Viscount Peel, First Commissioner of Works; and Lord Thompson, who was Air Minister in the Labour Government.

They, together with many of the delegates from other parts of the Empire, will leave Southampton on August 18th on the liner *Empress of France* and will be met at Quebec by the Canadian Premier, Mr. Mackenzie King, and leading members of the Cabinet and Opposition.

The delegates will make an extensive tour of Canada, during which matters of particular concern to business and other interests will be discussed at various centres and conferences held with Provincial Parliaments.—*British Wireless.*

According to a police report a Chinese youth named Chan Cheng, eighteen years of age, died at the Government Civil Hospital yesterday from the effects of injuries to his head, received a few hours earlier as a result of a fall down the stairway of No. 102, Praya East.

CAR'S DASH INTO HAWSER.

TWO WOMEN AND MAN KILLED.

Mrs. H. M. Gibbs and Miss Alderson, of Barrow Court, Barrow Gurney, near Bristol, and Mr. John Wilson Gibson, their chauffeur, were killed instantly recently when their car dashed into a steel hawser stretched across the road between a tractor and some timber at Frilford, near Abingdon, Berkshire.

The accident occurred on the main Oxford-Faringdon road, within 200 yards of the Frilford Golf Course.

The tractor, belonging to Messrs. A. Cox and Sons, of Abingdon, was hauling timber from one side of the road to a wagon on the other, the tractor being on the greenward with a steel hawser stretched taut across the road and attached to the timber.

The car was travelling towards Kingston Baginbaze, and the driver apparently did not see the wire.

After cutting through the windscreen, the wire almost severed the heads of the chauffeur and the two women. Miss Alderson was whipped out of the car on to the road. The car afterwards crashed into a hedge.

It was stated that two men were stationed on either side of the steel hawser to warn traffic and that one held up his hand to stop the car, but his signal was not observed.

Mrs. Gibbs was the widow of Mr. H. Martin Gibbs, of Barrow Court, who died recently. Mr. Gibbs was a cousin of Lord Wroxall of Tyntesfield.

Sir Ronald Lindsay, the British Ambassador at Berlin has presented his letters of recall to President Hinzenburg.

FAMOUS MAGICIAN'S HONGKONG VISIT.



Long Tack Sam, the world famous magician, who will begin a short season in the Queen's Theatre at 9.20 p.m. on Wednesday next, assisted by his company of Chinese wonder-workers, including the beautiful Misses Mi-Na and Neo-Sa-Long.



"What chance for a future is there here? All they notice is do they get the right hat and leave the right tip."

TREATY REVISION PROSPECTS.

BELGIUM AND SPAIN SAID TO BE READY.

DR WANG'S STATEMENT

Shanghai, July 27.

According to Chinese sources, Dr. C. T. Wang, in an interview with the Press, asserted that the Foreign Ministry has received telegrams from Belgium and Spain to the effect that delegates of these two countries are on their way to China for the purpose of negotiating Treaty revision.

It is expected, says the Foreign Minister, that at the beginning of September China will be able to commence negotiations with five or six foreign countries simultaneously on the procedure of Treaty revision. The work will be in the charge of Dr. C. T. Wang, and the two Assistant Foreign Ministers, Mr. Chu Chao-hsin and Mr. Tang Yu-liang.

In regard to the Sino-Japanese question, Dr. C. T. Wang asserted that, no matter how strong the opposition from the other side, the abrogation of the Commercial Treaty would be adhered to, even if the outcome be a severance of the Sino-Japanese relations.

Li Chai-sum.

According to Canton reports Marshal Li Chai-sum is not likely to return to Canton for some time. He is, however, leaving Peking for Hankow, where he will hold a series of conferences with the other Kwangsi leaders. Afterwards he intends to go Nanking for the Fifth Plenary Session.

Kuomintang "Leftists."

Shanghai, July 27.

Political activity of the Kuomintang "Left" wing is displaying itself in Shanghai, where a number of secret meetings have been held by the leaders, including Mrs. Liao Chung-kai, Chan Kung-poh, Chan Shu-yan, General Li Fuk-lam, Kuo Man-yu, Pan Yun-chao, Wang Hua-kan.

As a result, Mr. Chan Kung-poh has been chosen to be their leader, and he will make a lengthy statement at the coming Fifth Plenary Session in Nanking on behalf of the "Leftist" wing.

With the exception of Kuo Man-yu, all these politicians will soon leave Shanghai for Nanking to attend the conference.

Sino-American Treaty Signed.

Peking, July 27.

The American Minister, Mr. MacMurray, and Mr. T. V. Soong signed the Treaty early yesterday morning, regulating the tariff relations between China and America. The text will be issued in Peking this morning.—*Reuter.*

British Opinion.

London, July 27.

Welcoming the American Government's offer to negotiate a new commercial treaty with the Nationalist Government of China, the *Manchester Guardian* expresses the opinion that the best way of checking high-handed action by the Chinese and bringing the other Powers to a conciliatory frame of mind, would be to show publicly that the British as well as the American Government is anxious to negotiate fresh treaties forthwith.—*Reuter.*

Japanese Views.

Tokyo, July 27.

While official circles withhold comment on America's note to Dr. Wang, the Foreign Minister, the leading vernacular papers devote editorials to it, discussing its significance.

General Press opinion is that by her action America hopes to secure leadership among the Powers in China.

The *Jiji* regards the note as particularly significant, averring that it amounts to a *de facto* recognition of the Nationalist Government, though the paper points out that it merely expresses America's readiness to open negotiations.

The *Kokumin* takes a somewhat similar view though it emphasises the difficulty likely to be experienced when the negotiations start.

The *Hochi* is frankly sceptical regarding the prospects of success of the negotiations, while the *Asahi* strongly criticises Washington's "uncritical and unconditional sympathy to China," and regrets that America is expressing sympathy without attempting to restrain China's arrogance.—*Reuter.*

Departure Postponed.

Peking, July 27.

It transpires that Li Chung-yan's departure was postponed at the very last moment owing to the concentration of his force and those of Pei Chung-hsi in the Tientsin area, owing to the Chihli-Shantung menace. It is reliably reported that Chu Yu-pu passed through the Great Wall and is at present at Tangshan, while Chang Chung-chang is at present at Lidingkow, where his forces are establishing defence lines with headquarters near Pootung.—*Reuter.*

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of this issue.

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WORLDThere's a better
selection
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LADIES' SALON

The three-piece tailored suit for travelling or morning wear. It is carried out in copper-brown suiting as to coat and skirt, and in lozenge-patterned crepe de chine repeating the copper tints on a beige ground, as to jumper.

MODERN GIRLS.

MOTHERS MUST MOVE WITH
THE TIMES.

Modern daughters and mothers have at least one trait in common—the inability to leave well alone.

They remind me of the Americans, with their naive and charming eagerness to find out exactly what the visitors to their country think of the manners, morals, and climate they find there.

Thus, inquiring signals, half friendly, half hostile, are continually flying between the little democracies whose members were born about 1890 and 1908 respectively.

"What is your real opinion of us as mothers—as daughters?"

Complimentary or otherwise, the reply does not seem to alter their own private opinions in the least.

Then and Now.

Times are indeed changed when all these bargains, these excuses and prevarications have to be made with a packet of young creatures who, twenty-five years ago, would have been kept very sternly in the rear of the maternal dominions. It does not seem so long ago that war was raging over the burning question of whether young women should be allowed latch keys, and, here are their modern editions deciding, out of the serious and rather lovable mouths of babes and sucklings, whether their mothers shall be allowed one too.

In spite of contrary opinions, I do not think that there is a solitary girl who would not prefer her mother to be young-looking, smart, independent, and up-to-date—if it is done gracefully enough. A character in one of Edith Wharton's books says: "I do believe it gives one more hold over one's girls to have kept one's figure," but slenderness and a complexion that knows the virtues of a little skillful make-up are not the most important assets towards complete understanding between mother and daughter.

Tolerance.

Far more necessary than a modern silhouette is a really modern outlook, combined with tolerance, a sense of humour, and the saving grace of knowing exactly where eighteen may rush in and thirty-eight fear to tread.

But how many of these new "young" mothers have such qualifications?

Too many of them imagine that buying their clothes in the debatable department and insisting repeatedly that "Of course my girl always tells me everything—she and I are such pals!" will have the desired effect. They forget that modern young people are quick enough to recognise anything that is genuine or otherwise, and a too frantic straining to catch that easy, "elder sister" note will end in the girl going for advice to someone with more wisdom and less schoolgirl complexion.

On the other hand, I know women who are tremendous successes both as mothers and attractive individuals, without any of that so-called antagonism between them and their grown-up daughters.

A Sheer Impossibility.

They dance well, enjoy a cocktail, take pains to keep a youthful appearance, and have a sporting outlook to match that makes conversation with them provocative and amusing. But they have kept their dignity. They do not make a point of introducing their unhappy daughters as "My baby girl—we grew up together!" They do not hover indefinitely at a rather feverish thirty-five. Their clothes are the last word in chic, but chosen with care.

In short, these successful modern mothers do not attempt to meet their daughters on their own ground.

They know that, however slim the figure, charming the face, and youthful the mind, it is a sheer impossibility to shift the date of one's birth from somewhere round 1890 to somewhere round 1908. They do not even try. But they are pretty certain of their daughter's admiration (and respect, which is far more important), not to mention the envy of those contemporaries to whom, both physically and mentally, they can give at least ten years' start.

Isn't that better than the spurious "girliness" so many mothers think is essential for the winning of their daughters' friendship?

By MOLLY FANTER-DOWNES, in London Morning Post.

SUMMER MODELS.

THE SLENDER SILHOUETTE.

After a survey of the new models prepared for the summer, it is at once realised that all the designers' efforts have been centred mainly on still further slenderising the feminine silhouette, at any rate in effect, this effect being got by the combination of scientific cut with a well-studied choice of colour and a clever disposition of trimmings.

The Paris couturiere is mainly successful because of her sartorial genius and her architectural brain. She designs her models as an architect builds a cathedral. They are never the result of chance, but always problems cleverly solved.

The pleated skirt is dying hard, but there are variations of it. Horizontal stripes are still with us. Often, however, the stripes turn into lines, and newer are the triple bands of colour at the edge of jumpers and skirts.

For day-time wear there are plants and plants, and yet again, plants, a different kind for each gown, or may be, several varieties will appear on the same frock.

But it must be noted that none of these plants interfere at all with the general insistence of the straight line modes, because they are all the flattest of their kind.



Two little satin hats which the amateur milliner might well copy with excellent results.

COMPLEX CULTURE.

[By Olive Roberts Barton.]

Aren't we becoming very much involved in our culture? Aren't we becoming involved in our politics? And how about religion and education and almost everything else under the sun?

When we speak of the simple life we usually refer to a little garden, flowers, sky, gingham dresses, sunsets, early-to-bed, and up with the chickens. Theodore Roosevelt advocated the simple life. While he lived there was a strong back-to-nature movement.

Were he living now, I wonder if he wouldn't get behind another movement—a movement to lead a simpler life institutionally, so to speak.

We have delved so deep, we are all mixed up. Isn't it time we got back to elements? Most of us would be happier. We're so confused trying to understand all the things written for us, and lectured to us, and radioed at us, we feel like ships in a storm-tossed sea half the time.

Is it a desire on our part to try to keep up with things, a fear of being behind the times, or a frantic determination to be considered cultured? I don't know! But I do know that half the time we haven't an idea what it's all about. There has been so much half-baked thinking and talking recently. People who read and quote the things they read without the least idea of what they are talking about!

I read the report of a lecture on philosophy recently given to a class of students, and upon my word I didn't understand a syllable of it. The one who reported it didn't know, and I heard later that not one of that class (seniors in one of our big colleges) knew what it was about either.

This is an exaggerated but true instance of our endeavour to absorb knowledge.

I'm beginning to think that a thorough knowledge of the three R's, and a course in mother-wit is about as good as anything.

FASHION NOTES.

BUTTONHOLES OF THE
MOMENT.

The buttonholes of the moment are certainly original and effective, but they could hardly be called natural. The shape and characteristics of flowers are followed, but the colours and texture are disregarded altogether. Patterned silk is used for most of them, printed crepe de Chine, tarten taffetas, and dotted silks being most popular.

A nodding bunch of primulas, for instance, may be made entirely in dark patterned silk, the petals being cut true to shape and fitted into lifelike calyxes. Or two kinds of silk may be used in the same bunch, a printed one and a mild tarten.

Chrysanthemums made of hundreds of pieces of silk cut in the shape of petals, are amazingly effective and diverse. Large double poppies in back and white taffetas are smart and striking, and of roses there are many.

Perhaps the carnations are the most effective of all, and most reminiscent of nature. The modelling of the flowers and the shape of the petals are extraordinarily clever.

HOW TO MAKE CRYSTAL
TREES.DELIGHTFUL HOME
DECORATIONS.

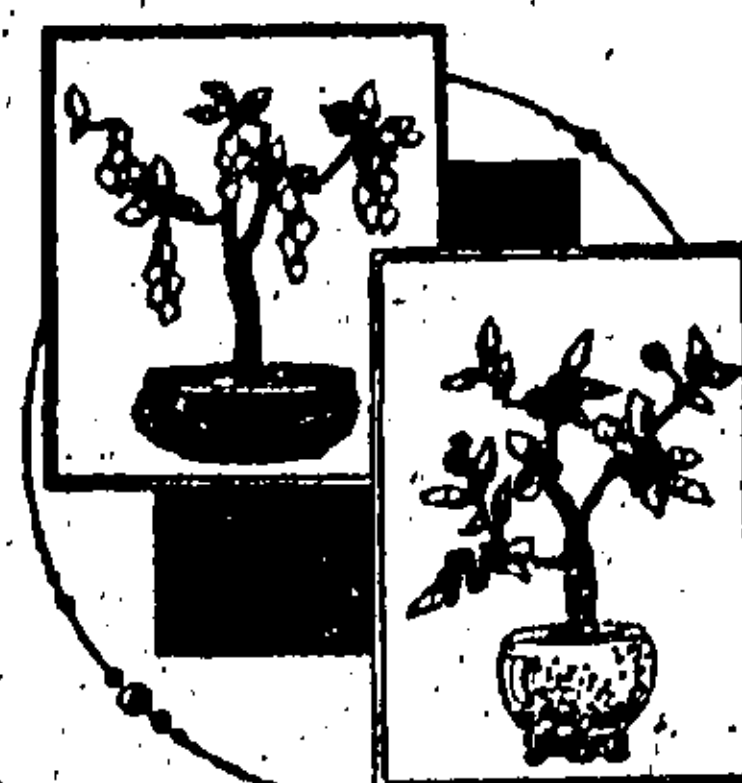
Small crystal trees are now considered very smart as table decorations, and the making of them from specially prepared sealing wax and crepe paper is an inexpensive and intriguing hobby. Even experienced fingers will have little difficulty in modelling the simple leaves and petals which are afterwards assembled to make the tree.

Cut some twelve-inch lengths of fine wire and bend them into leaf or petal shaped loops. Smear the loops with white paste and press them flatly on to pieces of crepe paper which have previously been stretched.

When dry, trim off the paper fairly close to the wire, leaving just enough to cover the edges, and slightly bend the leaves or petals to give them a natural appearance.

To complete the leaves, heat a stick of coloured transparent sealing wax in the flame of a methylated spirit lamp, and smear the wax quickly and evenly, over both sides of the paper-covered loops. If necessary the wax can be smoothed by passing the leaves quickly through the flame.

Now build up the tree by assembling the leaves and petals and binding the branches with strips of tinsel tape, or tricotene.



Fine wire, crepe paper and transparent sealing wax are needed in order to fashion charming "trees" for table decoration.

Painted Buttons.

The fashion for the finely-worked lingerie blouse of soft linen lawn or muslin, to be worn with a plain tailored suit, is responsible for the return of fancy buttons. These are designed to decorate the front of a light blouse, and the newest are of crystal, over a little plaque of painted flowers, giving the impression of a transparent ball with a gaily-coloured centre. To accompany sports clothes there are paintings of dogs or horses' heads, also enclosed in crystal, and another fancy which will please the sportswoman is the series of which life against the throat, game birds: beautifully painted and used for links for tailored shirts.



Two smart blouses for wear with tailor-made suits. The first is in white crepe de chine with a tiny floral pattern in navy blue. The second, carried out in oyster tinted soft satin, is pleated from yoke to hem, and fastened over to the side with mother o' pearl buttons.

VIVID NECKLACES.

NOVELTIES FROM PARIS.

The newest of bracelets are made of leather and gold. Stitched leather straps are bound together and linked with gold; or golden plaques, bosses of jade, turquoise, and carved onyx, are connected by plaited leather thongs. Snakeskin is also much used for the purpose.

Thick black silk cord is often substituted for leather, and several rows threaded at intervals, with gold, jade, coral or turquoise beads link up bars and plaques of gold.

In contrast to the ornate bracelets of enormous links, knobs and curious design, which are so much worn at the moment, there is a new type of plain gold to clasp the wrist made of narrow slats or little columns flexibly linked. An inch and a half to two inches is the usual width.

Large plaques of chased or embossed gold, linked together, are also very much in the mode, and in keeping with this rather barbaric taste are dull gold and silver armlets which do not quite encompass the wrist, suggesting the influence of the very ancient jewellers' art.

The smart way to wear these wide and heavy bracelets is over the cuffs of the jumper at the wrist.

Necklaces are now made of enormous round beads of vivid colouring; scarlet, azure or turquoise matrix, each with a knot of silk between. Or flat, round beads of jade, turquoise or coral are strung together alternately with thin circles of gold, so that they look almost like a lot of counters threaded together.

Rather pretty and unusual neck ornaments which have just made their appearance are dainty posies made entirely of tiny coloured china beads, which hang low from silken cords or narrow velvet ribbon.

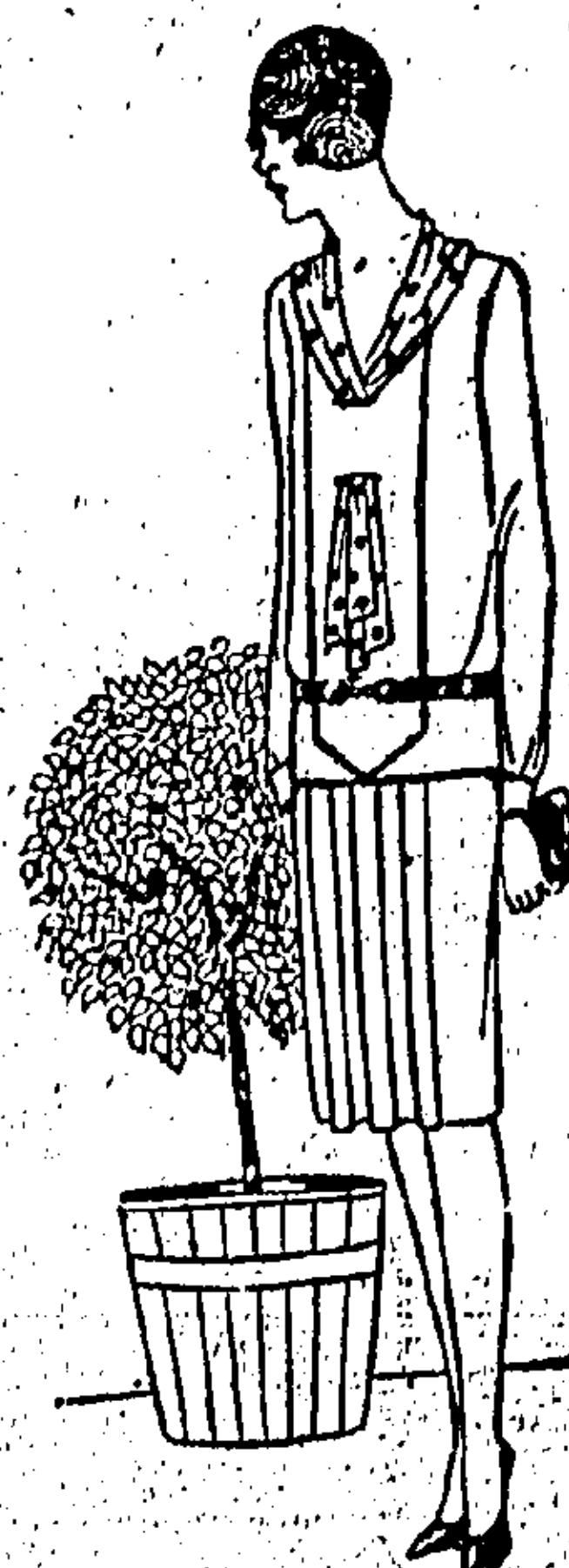
The most recent design for a diamond necklace, shown at the Paris exhibition of the Societe des Artistes Decorateurs, has a row of half spheres, the flat sides of which lie against the throat, studded with diamonds and divided by short chains of diamonds.

WHITE JADE.

THE LATEST IN FOOTWEAR.

White jade is to be the colour of the smartest summer shoes. It is a pale cloudy shade, neither white, beige, nor grey, but the exact colour of the rare imperial white jade of China. It is much smarter and more becoming than the ordinary white shoe and harmonizes effectively with the natural beiges, kashas, and pale pastel colourings that are so much in vogue just now.

The modern shoe is much too fragile and attractive to risk ruining in a sudden shower, so the wise woman carries in her bag a pair of very thin black or brown rubber tips, which can be slipped on at a moment's notice and will protect the delicate footwear. These rubber tips are carried in a small rubber case in the pochette and take up very little room.



A jumper suit in fawn crepe de chine with a front-pleated skirt and a panelled jumper. Scarf of fawn spotted crepe, and belt of brown patent leather.

BEAUTY TREATMENTS.

HOW TO KEEP THE ARMS
WHITE & SHAPELY.

"Summer is a season when protective beauty treatments should be given great consideration," said a West End beauty specialist.

"Women who play games, and swimming enthusiasts in particular, do well to give their skin a protective 'mask' of nourishing cream and powder, so that the sun's rays and sea breezes cannot penetrate and cause unsightly reddening and roughening of the skin.

"In the morning the face should be bathed with a cleansing lotion, then a cleansing cream should be applied and, if a morning or sea-bathing expedition is anticipated, the skin should be protected by a special lotion that contains powder. This should be applied before using ordinary face powder. It nourishes the skin and prevents discoloration by sun or strong winds, and helps to prevent sunburn after the face has been damped with sea water.

"When short-sleeved or sleeveless frocks are worn, special attention has to be paid to the arms. Warm milk is good to dab on the arms, and they should have daily applications of good whitening and softening creams. Massage is a great help in stimulating the circulation and preventing the arms having a mottled appearance. This can be given by smoothing the arms from the finger tips to the shoulder with the opposite hand.

Massaging With a Rotary
Movement.

"Another good type of massage is given by clasping the arm with fingers of the opposite hand and working the fingers up the arm with a twisting or rotary movement.

"A popular lotion for whitening the neck and arms when in evening dress is a clear liquid which has no sediment, and therefore is easy to apply evenly. This is merely spread over the neck and arms—it must not be rubbed in—and when it is dry it leaves a fine white film which does not easily rub off.

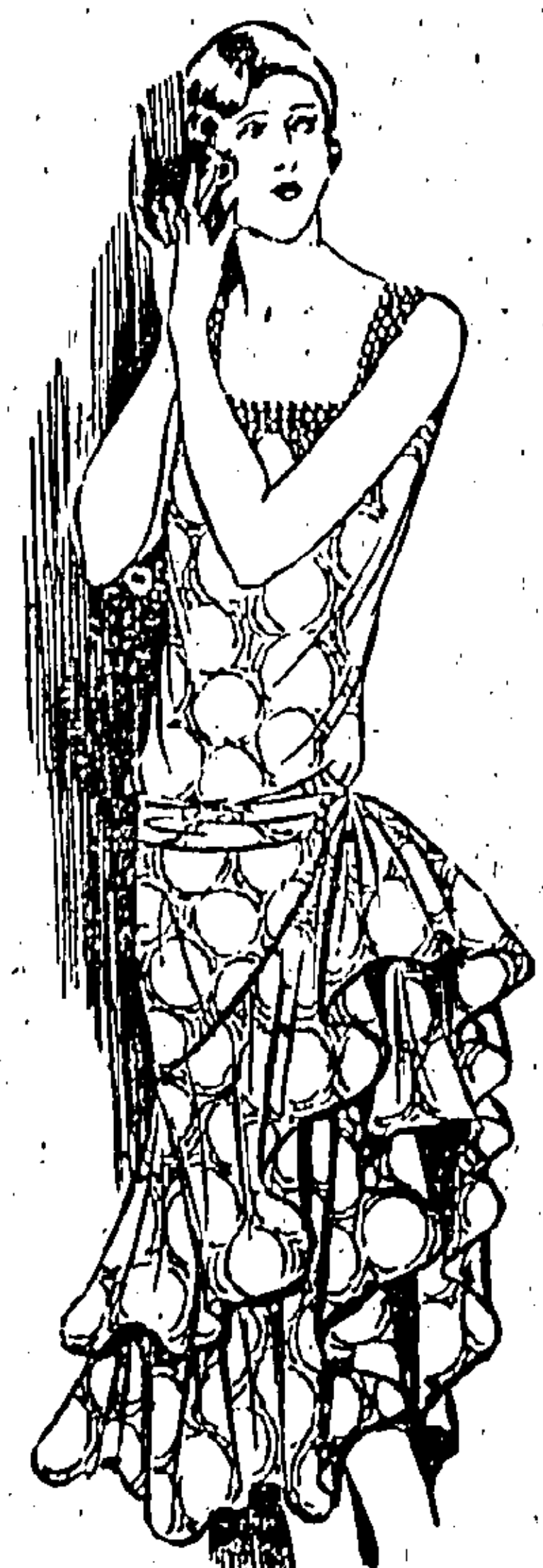
"The eyes, too, need attention. Special oil painted on the lids helps to keep the wrinkles at bay when the eyes are tired."

A simple and effective solution for an eye bath is that familiar and well-recommended one made by pouring 1 pint of boiling water into 1 teaspoonful boracic acid. The solution should be left to stand for 24 hours before using, and then applied by an eye bath with equal quantities of cold or warm water.

THIS WEEK'S RECIPE.

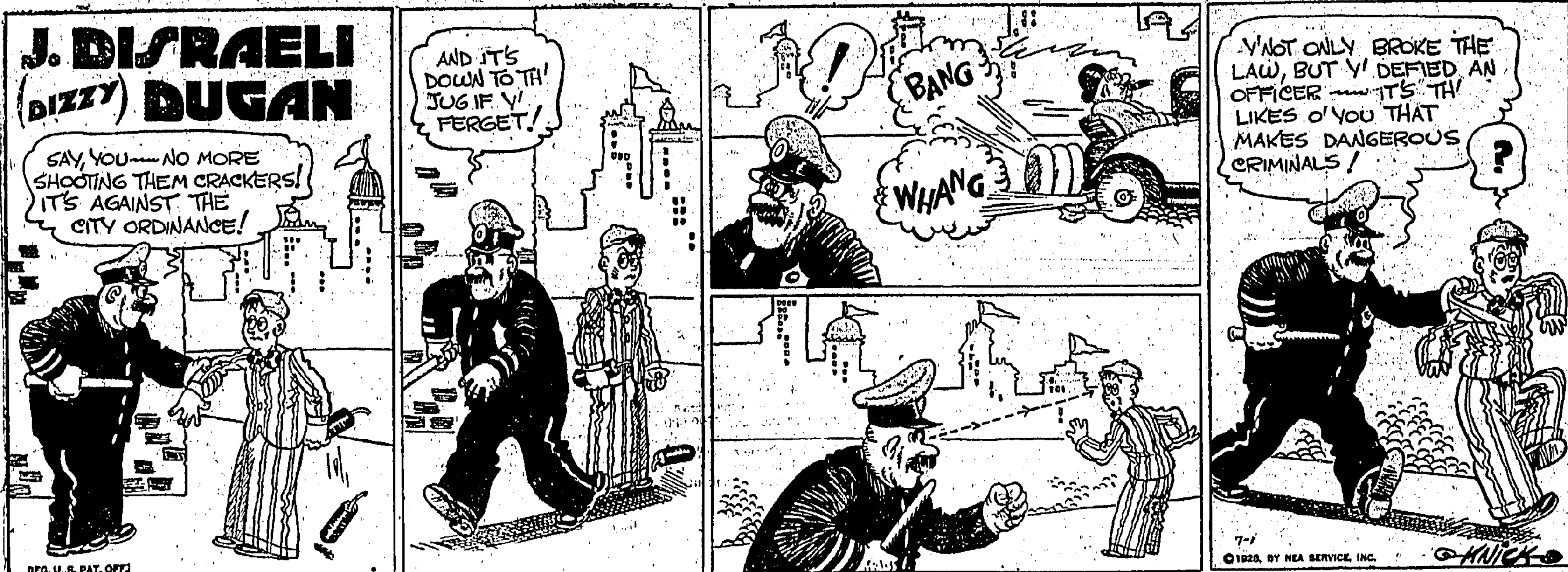
PRUNE CREAM.

After stewing prunes there is usually some prune juice left over; the surplus juice can be used up in this way to make an excellent nourishing dish. Place prune juice in a small saucepan, about half a pint, bring it nearly to boiling, then break in two eggs,



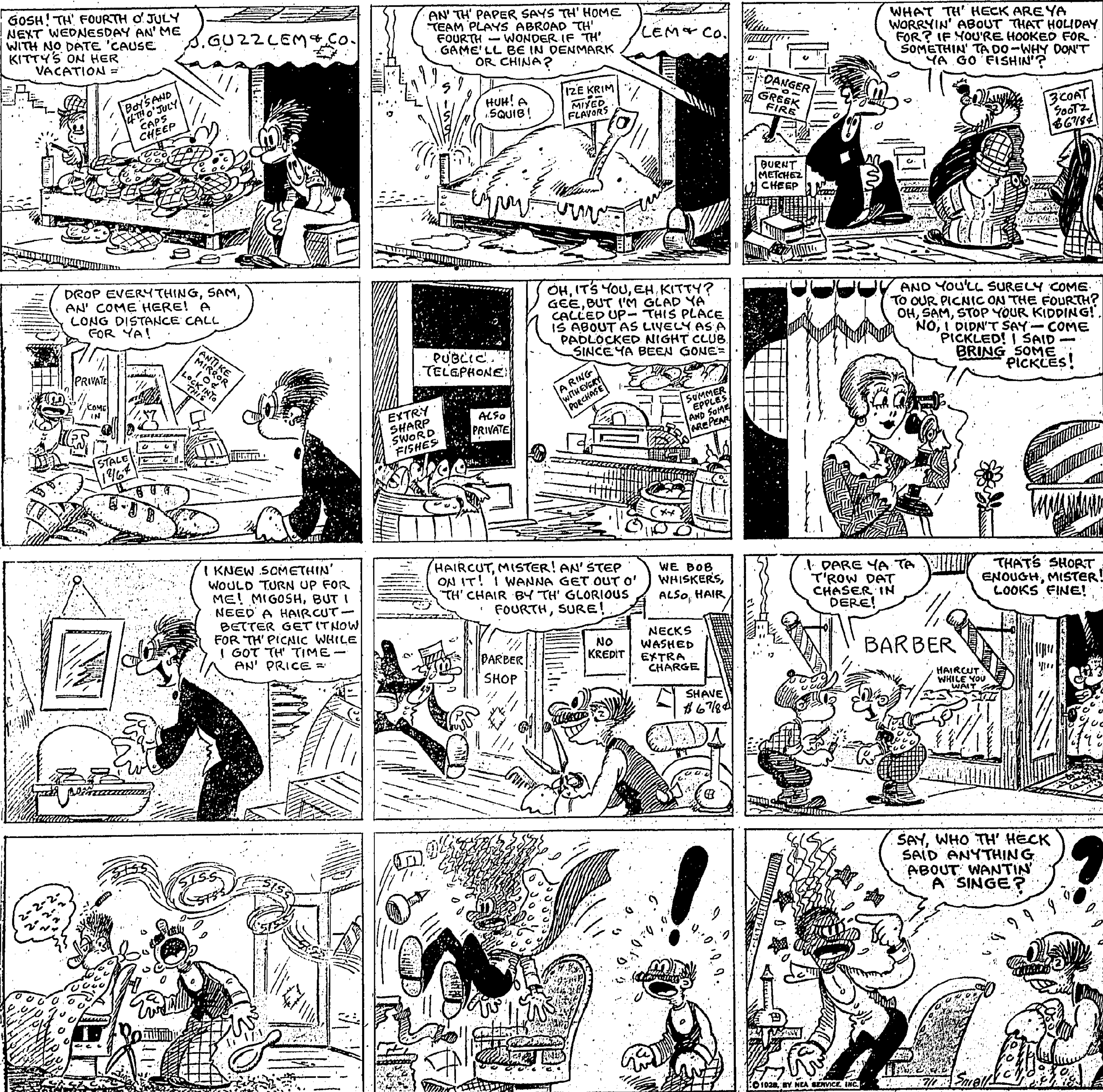
Extremely modish at the moment is the evening gown in mauve and silver brocade, the bouffant skirt of which is composed of two full bouffants draped up to the left hip where they form a 'pouf'. The corsage is finished with a triple row of large pearl beads.

and scramble them in it. This will take about three minutes. When it turns into a thick cream, it is done. Set it aside to cool. When cold, sprinkle it with a little desiccated coconut or a little nutmeg for flavouring, whichever is preferred.



SALESMAN SAM

By Small



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Hugh.

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your best to keep the libel alive
(To be Concluded.)

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Here is the solution to the puzzle on another page.
JACK, SACK, SICK, SINK,
SING, KING.

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EMPEROR OF JAPAN	Sept. 5	Sept. 11	Sept. 12	Sept. 22
EMPEROR OF GERMANY	Sept. 19	Sept. 25	Sept. 26	Oct. 6
EMPEROR OF AUSTRIA	Oct. 2	Oct. 8	Oct. 9	Oct. 19
EMPEROR OF INDIA	Oct. 16	Oct. 22	Oct. 23	Nov. 2
EMPEROR OF CHINA	Oct. 30	Nov. 5	Nov. 6	Nov. 16
EMPEROR OF BRAZIL	Nov. 13	Nov. 19	Nov. 20	Dec. 1
EMPEROR OF ARGENTINA	Nov. 27	Dec. 3	Dec. 4	Dec. 14
EMPEROR OF MEXICO	Dec. 11	Dec. 17	Dec. 18	Dec. 28
EMPEROR OF PERU	Dec. 25	Jan. 1	Jan. 2	Jan. 12
EMPEROR OF CHILE	Jan. 8	Jan. 14	Jan. 15	Jan. 25
EMPEROR OF COLOMBIA	Jan. 22	Jan. 28	Jan. 29	Feb. 8
EMPEROR OF VENEZUELA	Feb. 5	Feb. 11	Feb. 12	Feb. 22
EMPEROR OF GUATEMALA	Feb. 19	Feb. 25	Feb. 26	Mar. 6
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G. METZINGER	6th Nov.
PAUL LEON	20th Nov.
CHENONCEAUX	31st July
PORTHOS	14th Aug.
ATHOS II	28th Aug.
D'ARTAGNAN	11th Sept.
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TIME TEST IN HORSE RACING.

FELSTEAD AND THIS YEAR'S
DERBY.

Mr. J. M. K. Lupton has written to the Editor of the *Morning Post* as follows:—
Sir,—It has been stated that this year's three-year-olds were no good. Now, this statement has been shattered by Felstead winning the Derby in 2 min. 34 2-5sec. Any horse that can cover the Derby course in this time must be something out of the common.

The four fastest horses that have ever won the Derby are as follows: Splon Kop, in 1920, in 2 min. 34 4-5sec.; Captain Cuttle, in 1922, in 2 min. 34 3-5sec.; Call Boy, in 1927, in 2 min. 34 2-5sec.; so Felstead equalled Call Boy's record for the Derby.

There are lots of horsemen that say that the time test is no good in horse-racing. This is absurd. Felstead is the son of Splon Kop, so you see at once that the sire has handed down his great speed to his son.

A well-known authority sums this question up as follows: "The most satisfactory thing about the race, to my mind, is that it seems to dispose of the notion that none of this year's three-year-olds is any good. It is quite true that the going was firm, but it is equally true that no bad horse—none but a good one would be a better one of putting it—ever won the Derby in the time credited to Felstead this year; and he it is remembered that, if hard ridden, Flamingo would have been close up with him."

It took the Duke of Westminster's great Ormonde, in 1886, 2 min. 45 3-5sec. to cover the Derby course—11 1-5sec. longer than Call Boy and Felstead's times, and Ormonde is said to have been one of the greatest horses that ever won the Derby. We know in those days they used to make a waiting race, whereas now they go all the way, so this accounts for the better times of recent years. But 11 1-5sec. means a long way behind at the finish. To those who are ignorant of times 11 1-5sec. seems not much, but to those who know it means a lot of making up on the Derby course.

If Felstead had been owned by a leading sportsman it would have started favourite for the race instead of 33 to 1 against.

FOURTH DAUGHTER.

FATHER WHO DOES NOT
WANT SYMPATHY.

Stanley—June 23rd, at 51, rue des Belles Feuilles, Paris, to Frances (nee Trenor Park), wife of E. Gerald Stanley, M.D., M.S., F.R.C.S., a fourth daughter. (Commiserations misplaced.)

This announcement was explained by Dr. Stanley to a reporter as follows:—
I rather like daughters, even though this is the fourth in succession. But my friends insist on sympathising with me; last time I had about 40 letters, saying how sorry they were, and I want to ward off this time, if I can.

Why should they be sorry? I'm hanged if I can see why. In this modern age a girl is as much use in the world as a boy.

Not that I don't want a son. I do want one, and I'm hoping to have one. But that doesn't keep me from welcoming girls.

BOY GANGS FIGHT TO DEATH.

WITH SWORDS AND
DAGGERS.

Six youths, aged from 15 to 18, were charged at Glasgow High Court recently with causing the death of another youth, James Tait, who was fatally stabbed in a gang fight outside the High Court buildings.

The youths, who are said to be members of a gang known as the "Southside Stickers," came into conflict with a rival gang known as the "Calton Entry Boys."

Tait made a deposition in which he stated that one of the accused, James McClusky, stabbed him in the back.

Witnesses spoke to seeing the fight in which they stated bottles, stones, swords, and daggers were used.

Andrew McCarthy, aged 17, one of the "Stickers," said that on the night of the fight McCaughey gave McClusky, another of the accused, a knife, and he (witness) a sword, and kept a sword.

When they were chased across Albert Bridge by the other gang McClusky, who had in his hand a dagger covered with blood said: "I have put that into one of them."

Frank Kearney, aged 16, who denied that he was the leader of the Calton Entry gang, said girls went with the gang.

The Advocate Deputy: Are the "Stickers" girl-haters?—Yes.

The hearing was adjourned.

There was a sudden development when a week later the trial reopened, counsel for the defence tendering a plea of guilty of mobbing and rioting against five of the accused youths, including James McClusky, who also pleaded guilty to culpable homicide.

The Advocate Deputy said there were seven gangs quite close to where they were sitting and he did not know how many more in Glasgow.

Mr. Paton, K.C., for one youth, said he had been led away with the example of the older boys. The streets were their play-ground, where they settled disputes with their fists. In many cases, the police left the boys to fight matters out.

McClusky was sentenced to five years' penal servitude, and four others to from 12 to 18 months' imprisonment. One was discharged.

SHIPOWNER SHOT.

FOUND WOUNDED AFTER
THREE DAYS' DIS-
APPEARANCE.

Mr. Frank T. Duncan, head of J. T. Duncan and Co., the Cardiff shipowners, was found on Radyr golf course, near Cardiff, recently with bullet wounds in the chest after he had been missing for three days. Afterwards, he was reported to be in a grave condition.

Mr. Duncan had arranged to meet his wife at a country cricket match at Cardiff but did not keep the appointment. Two days later his car was found abandoned near Pontypriid.

Mr. Duncan, who is believed to have suffered from loss of memory, was seen at Radyr by several residents who remarked upon his strange appearance. Early on the following day a groundsman of the Radyr Golf Club found him in a shelter on the course. A revolver lay by his side.

MR. BALDWIN ON TRADE.

REVIVING DEPRESSED
INDUSTRIES.

Mr. Baldwin, in a letter to Commander A. R. J. Southby, the Conservative candidate in the Epsom by-election, re-emphasises the benefits to industry, employment, and trade generally, that will follow the operation of the Government rating reform scheme.

More effective steps, the Prime Minister states, are still required in order to tackle the problem of unemployment and the neglected areas. It is for this purpose that the Government has introduced its rating reform scheme, which combines a much-needed reorganisation of local government administration with a system of relief to industry so framed as to secure that no less than four-fifths of the relief shall go to the most distressed industries, all of which are basic industries and of vital importance to this country's welfare.

As part of the scheme, the agricultural industry will receive a grant of relief to the value of five and three-quarter millions.

The Opposition, continues the Prime Minister, can do little but appeal to prejudice by suggesting that the scheme constitutes, in the main, a bonus to prosperous firms which need no assistance. Official figures give the lie to this suggestion, because they show that it is the depressed industries, and the distressed areas, which will receive almost the whole amount of the relief.

The worker who is on short time, the man who is unemployed, the man whose wages are urgently depressed, knows that the return to prosperity for himself and his family is dependent upon better trade. Whether an industry is prosperous or unprosperous, a reduction in the cost of production cannot fail to increase and improve trade, with consequent benefit to the worker either in the form of more employment, cheaper prices, or higher wages.

What is more, any growth in industrial prosperity, involving as it does an increase in purchasing power of the people, must in turn be an advantage to the shopkeeper and to the distributive trade generally.

It is because those who are connected in any way with industry are well aware of these facts that I feel sure they will give their support to this constructive attempt to remedy the industrial situation.

TOMBOLA BANNED.

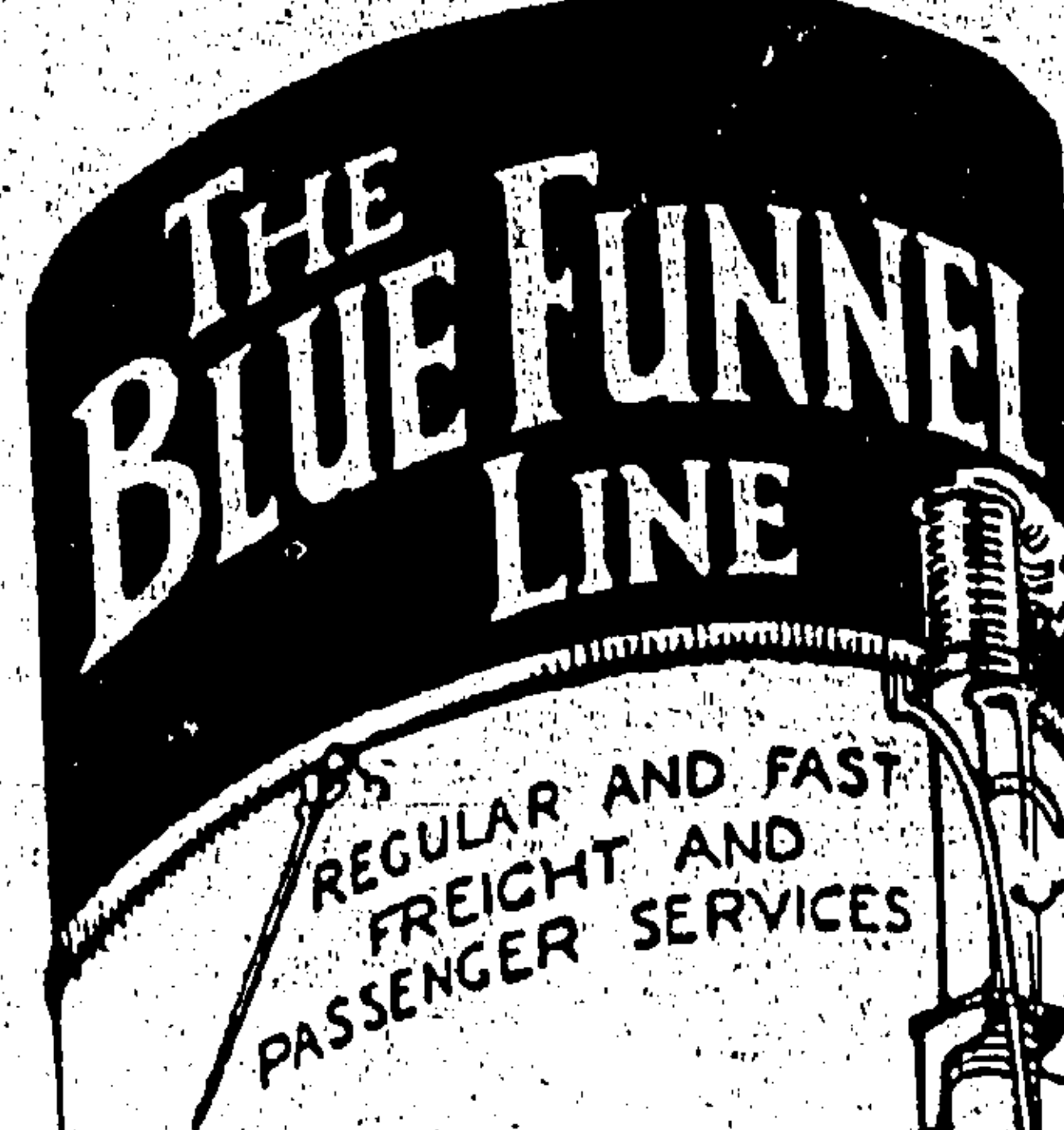
SCHEME THAT RAISED £7,000
FOR CHARITY.

The tombola run for charity in connexion with the annual fête of the Folkstone Brotherhood of Cheerful Sparrows has been banned by the police.

Some thousands of tickets have been sold. A motor-car, valued at over £500, was the first prize, and two others were also offered. There were more than 150 prizes.

Sir Leslie Probyn, at the annual meeting of the Brotherhood said: The executive committee have received an intimation that if it proceeds with the tombola action will be taken. We shall abide by the decision of the police, but shall try still to raise money for charity, and the fête will proceed.

Ticket holders are to be told that they can have their money back. Last year's tombola raised £7,000.



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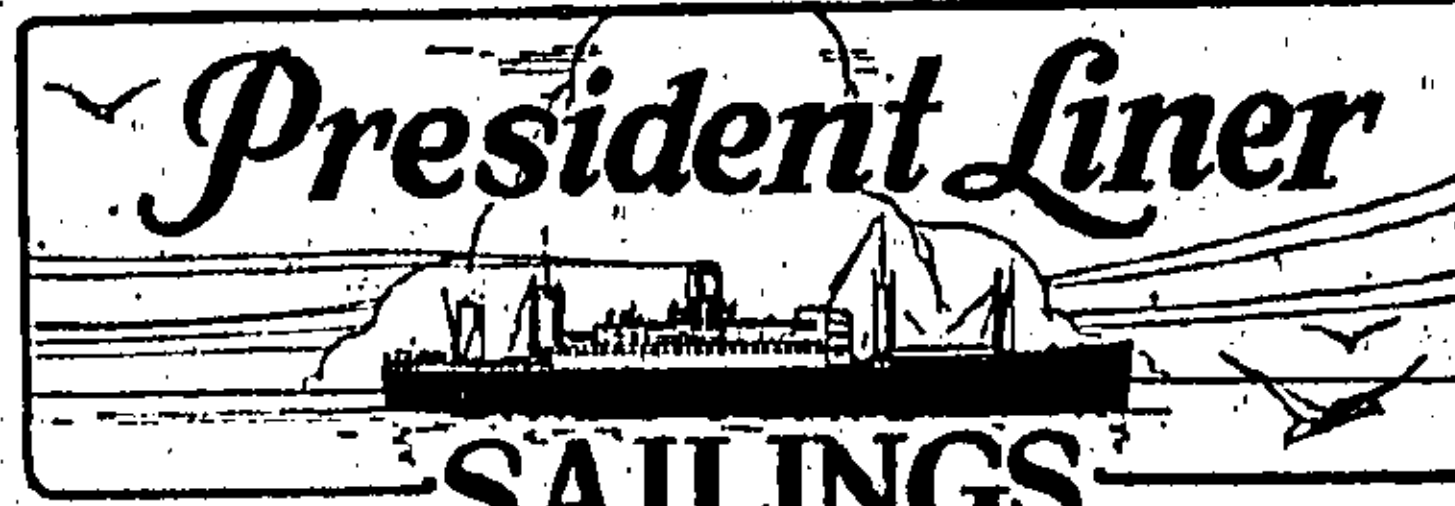
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President Harrison	Sunday, Aug. 12, 8 a.m.
President Monroe	Sunday, Aug. 26, 8 a.m.
President Wilson	Sunday, Sept. 9, 8 a.m.

To Manila

President Garfield	July 29th, 8 a.m.
President Cleveland	July 31st, 6 p.m.
President Madison	Aug. 4th, 6 p.m.
President Harrison	Aug. 12th, 8 a.m.

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TO OSAKA via AMOI, MOJI & KOBE	Namsang	Fri. 3rd Aug at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kumsang	Fri. 17th Aug at 7 a.m.
TO CANTON	Foonhsing	Tues. 31st July at 5 a.m.
TO STRAITS & CALCUTTA	Hobang Kumsang	Satur. 4th Aug at 3 p.m. Thurs. 9th Aug at 3 p.m.
TO TIENTSIN	Cheongshing	Tues. 7th Aug at noon.

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SPECTACULAR ERUPTION.

VEUVIUS DELIGHTS TOURISTS.

Rome, June 27. Vesuvius has awakened into spectacular eruption. Tourists are hurrying from all points of Italy to witness the volcanic display. Although impressive, it is officially pronounced not dangerous for the surrounding countryside.

Continuous explosions throw masses of coloured lava and incandescent fragments high in the air, which, falling back into the gorge of the mountain, have already built up the central cone to

the level of the surrounding grand crater, so that Vesuvius at present has reassumed the peaked apex that it had prior to the 1906 eruption.

Professor Malladra, who is keeping his usual vigil at the observatory on the margin of the fiery mass, reports that there is no danger even if the small cone collapsed. Although the apex is visible above the grand crater rim, there is still ample room within the enormous surrounding cup to prevent an overflow of lava down the mountainside.

The London Gazette announces that Lieut. D. H. Pegler (ret.), who was sentenced at the Old Bailey in May to nine months' imprisonment for forged cheques, has been removed from the

PARTNER CHARGED.

DURO GARAGE CASE.

Failure to have the original warrant endorsed by a Magistrate prior to the arrest of a wanted man was commented upon by Mr. Hing-shing Lo at the Kowloon Magistrate's Court yesterday when a Chinese, Yuen Shiu-fai, was charged on remand with larceny by clerk or servant, of \$1,940.99, the said money being the property of Mr. W. S. V. Curtis, manager of the Duro Garage.

Mr. Lo pleaded not guilty to the charge. Inspector Fallon, prosecuting, asked permission to amend the original charge to one of embezzlement by a member of a co-partnership and to add three further charges relating to a total sum of \$425 belonging to the Duro Filling Station.

Arising out of the amendments, Mr. Lo argued that the warrant for the defendant's arrest dated 1925, was invalid except on the original charge, unless that warrant had been endorsed by a Magistrate prior to the arrest. Mr. Lo remarked that it was in consequence of a statement made by the defendant that the amended charges were brought. The defendant should not have been arrested if the information in the warrant was inaccurate. The warrant was issued against the defendant as a clerk, whereas he was now styled a co-partner.

Mr. Lo later remarked that if his client had not made a statement, the prosecution would have been in a very precarious position. Inspector Fallon informed his Worship that the defendant was a partner in the Duro Filling Station but that he was also employed as a clerk and paid a salary as such.

Mr. Lo suggested, in order to save the time of the Court, that, in view of his technical objection, the two parties should have a consultation with a view to coming to a settlement. His Worship remarked that that seemed to be a good plan, provided the prosecution raised no objections. Mr. Curtis intimated that he was willing to negotiate for a settlement and the case was adjourned till next Wednesday.

PRINCE CAROL.

HIS VIEWS ON HIS DIVORCE.

Brussels, June 20. Prince Carol of Rumania has learned from the newspapers that the Appeal Court at Bucarest, sitting in private, has divorced him from his wife, Princess Helen of Greece. No other intimation of the decision has reached him.

He does not recognise the authority of the Rumania court to judge him, and therefore does not consider himself as having been divorced. To make any protest within the five days allowed by the court would, he thinks, be merely a waste of time.

For the hearing of the petition itself he was summoned to appear in court, although he had been forbidden to enter the country. No Rumanian lawyer could appear directly for him without risk of incurring a charge of *lese-majeste*. His Belgian advocate, M. Llesnell, was not allowed to plead.

In his written defence, which has been kept secret, he made a strong point of the fact that when he left his country for political reasons he asked his wife to accompany him with their child. She refused to do so, and he contends that, on this ground, he cannot be accused of deserting her.

LONDON'S ELECTRIC PAVEMENT.

PEDESTRIANS WHO HAD TO JUMP.

Scores of pedestrians in Regent-street recently found an iron and glass basement light in the pavement outside the Goldsmiths' and Silver-Smiths' Association shop at the corner of Regent-street and Oxford-street charged with a mysterious current.

Women stepping on the light with one foot on the stone pavement jumped. Men followed, wondering what the excitement was all about, and with their shoes wet from the roadway jumped more vigorously.

Within a few moments a small crowd gathered to watch the antics of those walking along Regent-street on the east side.

Presently a policeman approached and placed one foot on the light and one on the pavement. He declared that he could feel nothing. A man pointed out that the current would not penetrate the policeman's boots because they were too thick and dry. Several other passers-by tried to tread on the light and immediately received an electric shock.

Finally the constable was convinced that something was wrong and summoned officials of the Pall Mall Electric Light Company by telephone. They touched one end of the light with one terminal of a box they carried and put the other terminal on the light in front of the Court Fur Store, which adjoins the jeweller's shop.

Immediately two lamps within the box lit up, while the crowd, which numbered nearly 100, gave a hearty cheer.

One of the electricians said that an electric cable or wire had become earthed and that the current was being deflected into the light. Work was at once begun in a man hole in front of the shop, but it was found impossible to end the short circuit.

The theatre crowd joined the throng in Oxford-street as midnight approached. Several women led pet dogs across the "magic" square, and the crowd applauded as they jumped.

CULT OF THE SUN.

"FAITHISTS" CELEBRATE THE LONGEST DAY.

The sun streamed down on June 22nd on a building in Balham, S.W., where the sun plays a central part in the worship of one of the world's strongest sects.

At the "Kosmos Church," Balham High-road, Midsummer Sunday, the nearest to the longest day, is celebrated as one of the great festivals of the year by the adherents of this 24-years-old religion, who call themselves "Faithists," and who regard the sun as the symbol of all light.

In the congregation there were about 15 women, half a dozen men and some children. In front of the altar, with its many symbols of the religion and its lit candles, the priest, performed the rites of the mass. Hymns were sung and a blessing given at the end.

The "Faithists" are stated to be American in origin, but the British branch of the church is separate. Its meetings in London were first begun in 1907 in a small private house in Balham with a placard in the window, "Faithist Community." The guiding principles of the religion are the promulgation of universal brotherhood and the worship of all light.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.

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are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th July. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th August, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents, Hongkong, 20th July, 1928.

CITY OF YOKOHAMA.

PICKED UP 675 MILES FROM COLOMBO.

Colombo, July 27. The s.s. Katuna which was the relief of the s.s. City of Yokohama on the 22nd inst., met that vessel last night 675 miles from Colombo and is escorting her.—Reuter.

[A message dated Colombo, the 21st inst., stated that the s.s. City of Yokohama had wirelessed that she was 1,160 miles south of Colombo, disabled and needed assistance. The s.s. Katuna which was due in Colombo the next day was to be ordered to the scene as soon as she had bunkered. It was expected that it would take her five or six days to reach her objective. Apparently the City of Yokohama drifted a long distance in her disabled condition.]

JAPANESE ASSURANCES.

NO AMBITIONS IN THREE EASTERN PROVINCES.

Tokyo, July 27.

It is learned on good authority that Chang Hsueh-liang's representative visited the Premier and handed him a personal letter from Chang, wherein it is understood Japan's friendly assistance was solicited. The Premier replied with the assurance that Japan had no territorial ambitions in Manchuria and no intention of interfering with the sovereignty of the Three Eastern Provinces. He emphasised that Japan's only fear is the bolshevization of Manchuria resulting in the disturbance of peace and order.—Reuter.

RUMANIAN LOAN.

PARLIAMENT TO CONSIDER CURRENCY.

Bucharest, July 28.

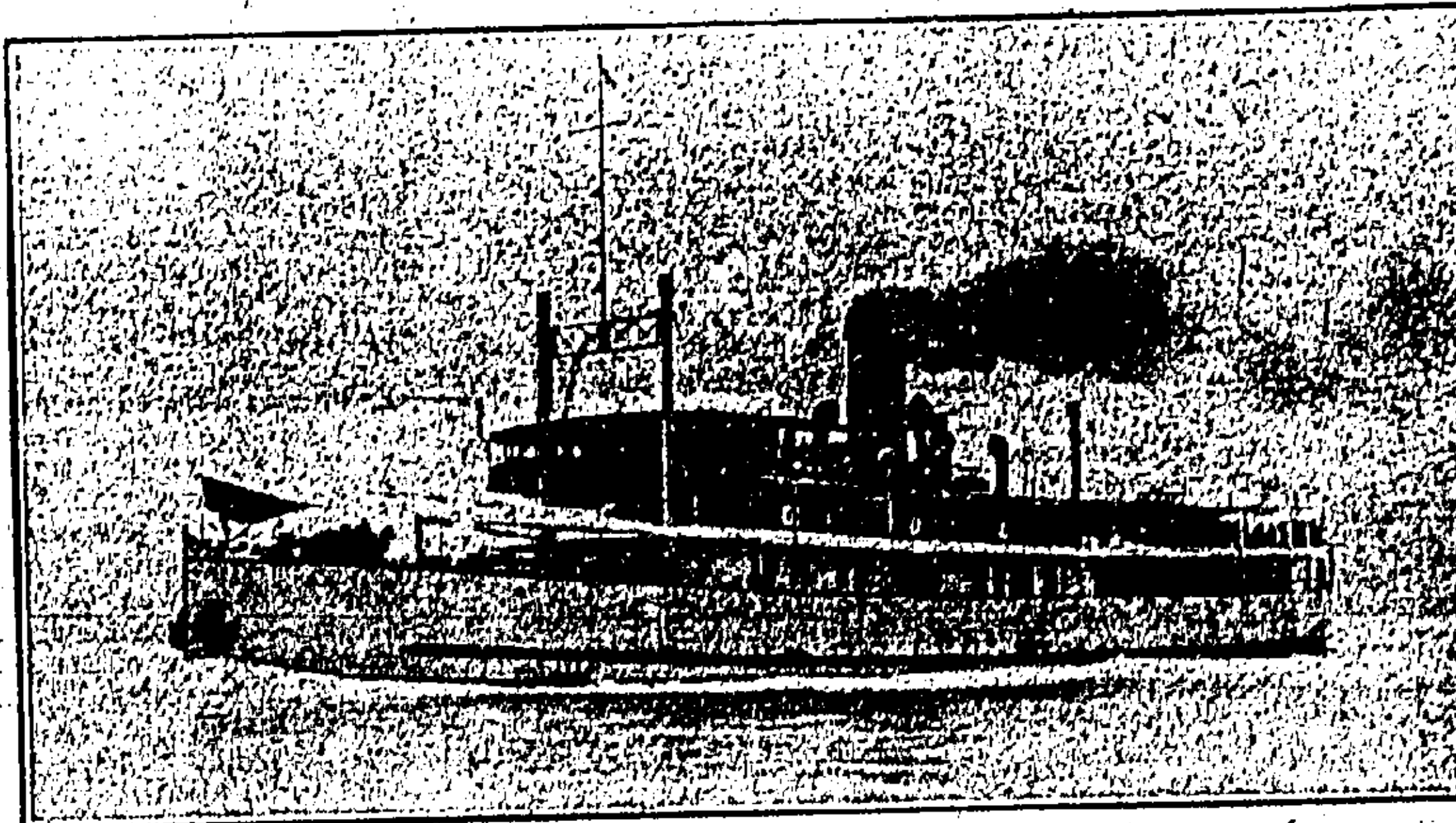
An extraordinary session of Parliament has been opened for the purpose of authorising the Government and the National Bank to proceed to the flotation of a foreign loan and to stabilise the currency.—Reuter.

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NANKIN	7,058	28 July & p.m.	Marseilles, London, A'werp, Rotterdam & Hamburg
KASHMIR	8,985	4th Aug.	M'lea, L'don, A'werp & Hull
KIDDERPORE	5,334	10th Aug.	Straits, Bombay & Karachi
RAJPUTANA	16,548	18th Aug.	Bombay, Marseilles & London
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London
KALYAN	9,114	15th Sept.	M'lea, L'don, A'werp & Hull
KASHGAR	9,005	29th Sept.	M'lea, L'don, A'werp & Hull

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TALMA	10,000	2nd Aug.	S'pore, Penang & Calcutta
TAKLIWA	7,936	14th Aug.	S'pore, Penang & Calcutta
TILAWA	10,006	8th Sept.	S'pore, Penang & Calcutta

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TANDA	6,656	31st Aug.	Island, Townsville, B'ane
*ALBANY	4,500	28th Sept.	Sydney and Melbourne.

*Calls at Port Holland.

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KALYAN	9,144	3rd Aug.	S'hai, Moji, Kobe & Yok
P'NDA	6,956	8th Aug.	Moji, Kobe, Osaka & Yok
WARFIELD	6,006	12th Aug.	Shanghai, Moji & Kobe
FILAWA	10,006	17th Aug.	Amoy, Moji, Kobe & Osaka
NALDERA	10,046	17th Aug.	Shanghai
INAGORE	5,283	30th Aug.	S'hai, Moji, Kobe & Yok
KASHGAR	9,005	31st Aug.	S'hai, Moji, Kobe & Yok
TAKADA	6,949	1st Sept.	Amoy, S'hai, Moji, Kobe & Osaka
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yok
TALANDA	8,018	5th Sept.	Amoy, Moji, Kobe, Yok & Osaka

(Cargo only.)

All dates are approximate and subject to alteration without notice.

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Atsuta Maru ... Saturday, 11th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru ... Wednesday, 22nd Aug.

Tango Maru ... Wednesday, 19th Sept.

BOMBAY via Singapore, Penang & Colombo.

Taiyo Maru ... Saturday, 28th July.

Tamba Maru ... Saturday, 11th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Anjo Maru ... Saturday, 18th Aug.

SOUTH AMERICA (EAST COAST) via Singapore,

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Bingo Maru ... Wednesday, 1st Aug.

NEW YORK and BOSTON via PANAMA.

Tatsumo Maru ... Tuesday, 31st July.

LIVERPOOL via Port Said, Genoa & Marseilles.

Delagoa Maru (Calls Glasgow) ... Friday, 17th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

Malacca Maru ... Wednesday, 8th Aug.

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Tango Maru ... Friday, 17th Aug.

SHANGHAI, KOBE & YOKOHAMA.

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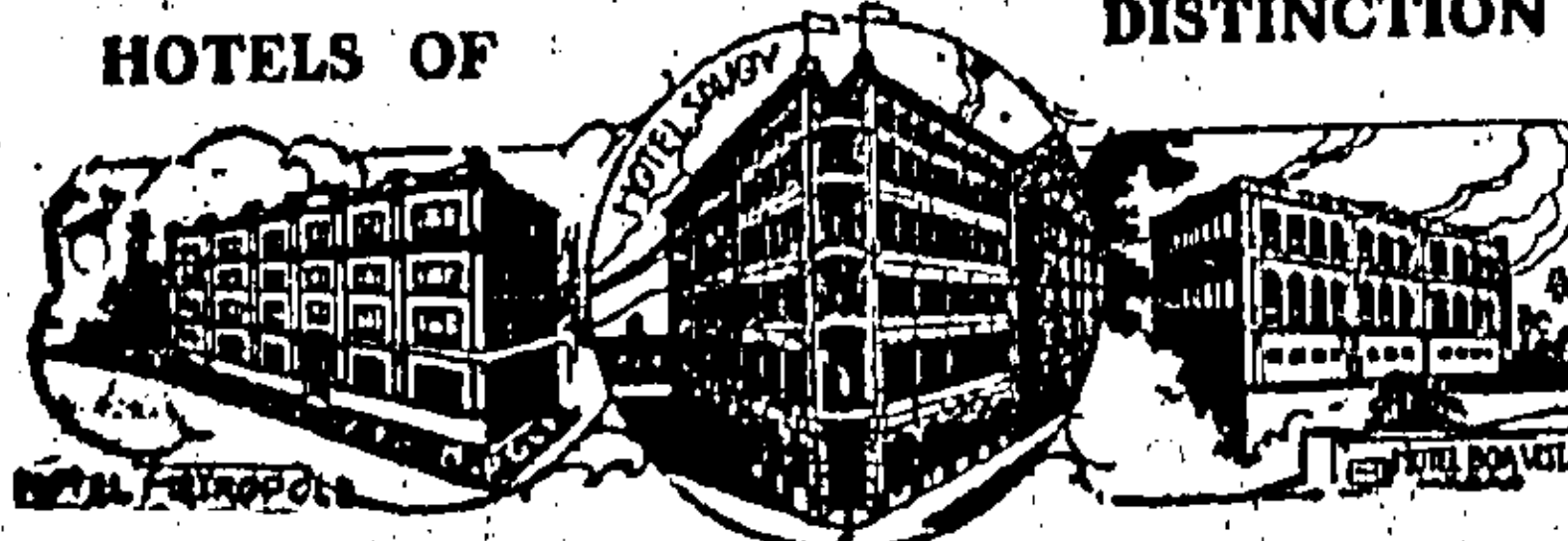
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FRENCH LINER DISASTER.

DETAILS OF "CAP LAY" SINKING.

BELIEVED LOSS OF MANY ANNAMITE TROOPS.

STORY BY SEAMEN.

The story is now available in greater detail of the wrecking of the Chargeurs Reunis liner Cap Lay on one of the numerous rocks which abound in the Baie d'Along, (Gulf of Tonkin), during the typhoon of the 18th-19th July.

It appears that the first authentic news of the disaster after communication by radio from the ill-fated ship ceased mysteriously, was reported by nine French seamen who escaped in one of the ship's lifeboats and were found by the Customs launch, Enza cast up on a sandbank, at Cathai.

According to what the seamen said, the Cap Lay, on the night of the 18th, was sheltering amongst the islands in the Baie d'Along after picking up the river pilot at Doson. It was hoped that if on the following day weather conditions had sufficiently improved to enable them to do so, the liner would be able to continue her voyage up the river to Haiphong.

Dropped Anchor.

But during the height of the storm, the anchor chain broke and the ship was carried by the force of the wind into the dreaded Henrietta Pass where she struck a rock and sank.

One of the rescued seamen said that when the liner struck he ran to the after-deck where he and his companions lowered a life-boat. As they cut off from the sinking boat, the lights of the liner went out.

The sudden shock caused the boiler to explode, and as the seamen pulled away the ship was sinking rapidly. It was also thought that the wireless equipment failed to operate, thus preventing an urgent call from being sent to the wireless stations on shore.

On learning of the disaster, the authorities at Haiphong, at once dispatched three launches to the rescue of the passengers and crew of the wrecked liner.

200 Rescued.

A radio message received later from one of the launches stated that 200 of the passengers and crew of the Cap Lay were rescued, some being picked up at the beach of Caoba Islet.

The full list of passengers and crew as given out by the Company's agents, however, showed that in addition to 120 crew and 70 civilian and French military passengers, there were also 175 repatriated Annamite troops who were accommodated in the steerage. Owing to the suddenness of the catastrophe, it is believed that the majority of these troops were drowned.

Aeroplane are being used in the search for possible survivors who may have been cast up on the islets which exist in great number on this part of the Tonkin coast. Meanwhile, a subscription has been opened in Haiphong in aid of those who have suffered by the disaster.

Captain's Report.

From an official report made by Captain Bente, of the Cap Lay, it would seem that, forced by increasing wind with the knowledge that somewhere in the darkness danger lay in the presence of the numerous rocky islets which abound in those waters, the Cap Lay anchored in a comparatively unknown channel, while the Captain and pilot waited for better visibility to enable them to determine their exact position.

As the order was given for the second anchor to be dropped, one of the officers reported to the Captain that the first anchor-chain had snapped, and that the ship was bearing rapidly on a rock which was discernible to starboard.

No Hope.

It was then seen that there was no hope of saving the vessel, and attention was directed to the work of rescue of the passengers.

With the first shock, as the vessel lurched itself on the rock, the lights went out, the boilers exploded and there was extreme confusion on board.

The darkness, the torrential downpour of rain and the repeated shocks as the vessel hurled itself again and again on the rock contributed to the frightfulness of the situation.

In the work of rescue that followed, tribute is paid to the heroism and presence of mind of a number of the ship's officers and crew, who assisted by military officers on board as passengers,

GRAVE PLIGHT OF RAILWAYS.

(Continued from Page 1.)

sure of economy by ordering that as from July 2nd., only four days a week would be worked in its great building and repairing shops at Swindon and elsewhere.

That means that these huge centres employing thousands of men were closed from Friday night until Tuesday morning every week.

The new agreement does away with this action, to the satisfaction of both sides as it is admitted that while it is always possible to curtail for a period repairs and new construction, it is only postponing an inevitable expenditure.

Trade Stagnation.

The present position of the railway, it is stated, has been brought about not only by the competition of motor transport but by the practical stagnation of the heavy industries of the country.

These are the industries which contribute largely to the revenue of the railways and when they are stagnant there is a wholesale drop in railway receipts.

The Union's willingness to co-operate has finally disposed of any question of a reduction of personnel.

GETTING TOO LAZY.

WHY EUROPEAN LEFT DETENTION HOUSE.

F. O. Richards was charged before Major C. Wilson, this morning, with failing to return to the House of Detention.

The defendant made a statement to the effect that he would have a better opportunity to look for employment if he left the House of Detention, where, he said, he was getting lazy. He added that confinement in the House of Detention was doing him more harm than good.

Sub-Inspector Elston, in reply to his Worship's enquiry regarding the defendant's record, said the defendant first became stranded in the Colony in 1925, and, through the good offices of a charitable institution, was given a passage to Europe. Defendant "jumped his ship" at Singapore and went to Australia. He was sent back to Singapore, from which city he went to Manila, where he had better facilities than anywhere else of again going to Australia. He next appeared at Amoy.

Defendant, who had four convictions in the local Courts, was sentenced to six weeks' hard labour.

ALLEGED ASSAULT ON POLICE.

FOUR CHINESE FIREMEN CHARGED.

Four Chinese firemen appeared before Major C. Wilson, this morning, charged with assaulting Chinese police constable No. 497 and obstructing him in the execution of his duty. The alleged obstruction and assault are said to have taken place on Wednesday last at No. 24, West Street.

Mr. Horace Lo appeared for the defendants and asked for a remand, which was granted, the case being fixed for Wednesday afternoon next. Bail of \$50 was granted to each man.

Shanghai, July 27.

It is reliably reported that Dr. C. C. Wu, former Nationalist Foreign Minister, has been appointed by Nanking to act as the Chinese plenipotentiary to the United States negotiating for the revision of the Sino-American treaty.

Last night the s.s. Lungshan brought down a number of distinguished visitors from Canton, including Madame Li Chai-sun, her two children and a few officials. Madame Li is staying in the King Edward Hotel and it is understood she will proceed to Shanghai shortly though the date has not been fixed.

Miss Li, however, will be leaving on Tuesday by a President boat. It is also learned that Mr. Chu Chao-shin, the Commissioner of Foreign Affairs in Canton, is coming to Hongkong in a day or two.

put this on a more or less orderly basis.

The Chief Engineer, M. Damour, with the third officer, M. Camus, succeeded in establishing a life-cable between the ship and the summit of the rocky inlet on which they were cast and by this means were able to save a great many lives.

Admirable order was shown by almost everyone on board the wrecked liner.

FIRST WOMAN AIR PILOT.

LADY HEATH TAKES UP HER DUTIES.

TO FLY TO BATAVIA AND BACK AGAIN.

20,000-MILE FLIGHT.

London, July 27.

Lady Heath, interviewed by Reuter on her arrival at Croydon from Amsterdam as second pilot of the 15-passenger Fokker-Jupiter plane of the Royal Dutch Air Line, said she had been engaged to act as second pilot of a Fokker air liner fitted with three Armstrong-Siddley engines which would make the journey from Amsterdam to Batavia and back in the autumn, to inaugurate the new Dutch service.

She is now intent on gaining experience on big multi-engined machines and will later study engines at the Armstrong-Siddley works.

Lady Heath said she found the big passenger air liners easier to fly than small machines, as they were practically stable.

Later in the day, Lady Heath flew back in the cockpit of the plane to Amsterdam with a full load of passengers and freight.—Reuter.

First Woman Pilot.

London, July 27.

Lady Heath, the well-known British air woman, arrived at Croydon Aerodrome to-day in the cockpit of a Fokker-Jupiter fifteen-passenger Dutch air liner. She has entered into a contract with the Royal Dutch Air Line in order to obtain experience of large multiple-engined machines.

Although Lady Heath was nominally second pilot on to-day's trip, it is understood that she took charge throughout the journey from Amsterdam and is the first woman in the world to act as pilot of a large air liner.

It was her third day with a passenger machine. She flew from Amsterdam to Paris on Wednesday and to Brussels yesterday. She returned to Amsterdam from Croydon later to-day, and on Monday she expects to fly the Zurich.

Her purpose is to obtain experience prior to a 20,000 mile flight from Holland to Batavia and back in the autumn. The Dutch are sending out four air liners to inaugurate an air service over that route, and Lady Heath is going as pilot of a fifth machine a Fokker with three Armstrong-Siddley engines in which General Snyder, the distinguished Dutch soldier, will be among the passengers.

Lady Heath's previous air experience has been mainly with light machines, in which she made many notable flights.—British Wireless.

13 - YEAR - OLD DETECTIVE.

ACT THAT LED TO GANG'S ARREST.

As a reward for detective work which led to the detention of three men alleged to be trafficking in stolen motor-cars, a 13-year-old London schoolboy, Leonard James Kidd, of Sheridan-road, Manor Park, was granted 40s. by the Recorder (Sir Ernest Wild, K.C.) at the Old Bailey.

In the dock were Frederick Harris, 43, mechanic, George Baker, 43, butcher, and David Thomas Challis, 27, engineer.

Mr. Horace Fenton, prosecuting, said that Kidd noticed a motorist leave his car beside the kerb. Harris and Baker drove up in a motor-van and Baker got out of the van, jumped into the car and drove it away.

The boy's suspicious were aroused, and taking a matchbox from his pocket he made a note on it of the number of the van. He action was noticed by Harris, who snatched the matchbox out of his hand.

Kidd was able to memorise the number of the van, however, and gave information to the police. Inquiries followed, and the traffic in which the prisoners were engaged was brought to light.

Harris, who was described by Detective-Inspector Baker as the ringleader of one of the cleverest gangs of motor thieves in London, was sentenced to four years' penal servitude. Baker was sentenced to 20 months' hard labour, and Challis to 12 months' imprisonment in the second division.

"You are a smart boy," Sir Ernest told Kidd when informing him of the reward, "and I hope that your observation and diligence will continue in the years to come. I advise you to use this money to buy something to remind you that you have been of great service to the public."

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